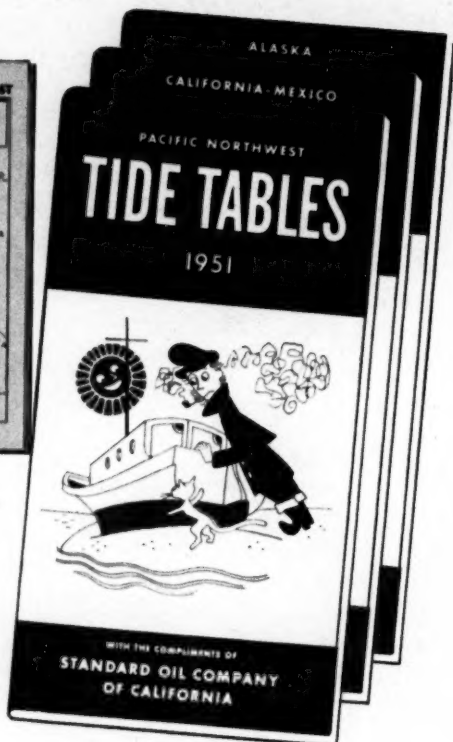


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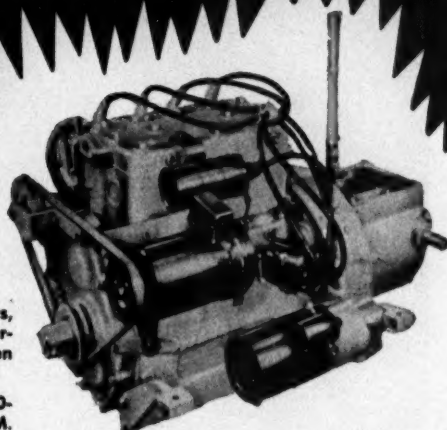
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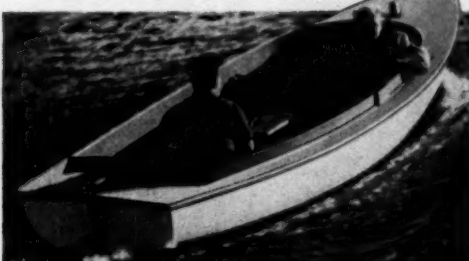


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Series	Horsepower	R.P.M.	Cu. In. Displ.	Price
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F-4	81	3000	220	845.00
Seiner Special	81	3000	220	860.00
90"	95	3000	220	900.00
Mercury	100	3600	220	765.00
100"	110	3000	320	1,145.00
6-330"	140	3200	320	1,335.00
150	185	3000	447	2,475.00
180	175	2400	540	2,950.00
170	200	2400	611	3,895.00
200	225	2400	678	3,120.00
300	350	2600	894	4,520.00

SPECIAL HIGH SPEED

4-60"	60	3400	134	\$ 620.00
6-95"	95	3000	220	860.00
6-110"	110	3600	226	935.00
6-130"	130	3200	320	1,145.00
6-145"	145	3200	320	1,335.00
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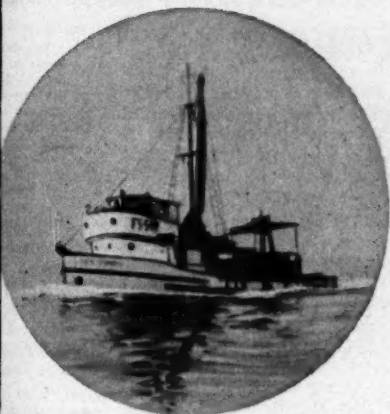
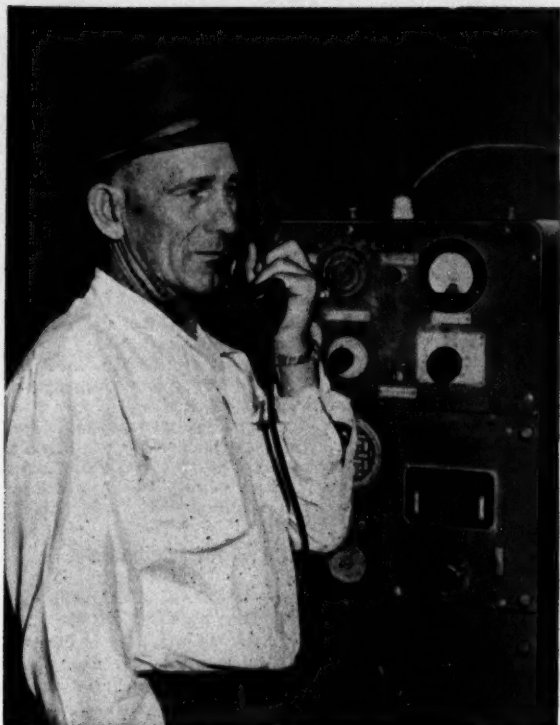
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How South Bay Yachtsmen Saved Plummers Creek for Navigation

WHEN the Palo Alto Yacht Club, of Palo Alto, California, received Public Notice No. 51-9 on September 16, 1950, from the District Engineer, Corp of Army Engineers, San Francisco, it started a campaign of protests that is unique in yachting circles.

Public Notice No. 51-9 stated that the Leslie Salt Company of Newark, California, was applying for a permit to construct an earthen dam across the mouth of Plummers Creek, a favorite cruising area of yachtsmen.

By mobilizing organizations, individuals, sportsmen, yacht clubs, the local Chamber of Commerce, a Flood Control and Water Conservation District, State and Federal Agencies including the U. S. Fish and Wildlife Service, they were able to flood the District Engineer's office with letters of protest that left no doubt that Plummers Creek was of recreational value as well as a navigable waterway of the United States.

The Palo Alto Yacht Harbor is approximately 28 nautical miles south of San Francisco on the western shore of Lower San Francisco Bay. Plummers Creek is directly across the bay from Palo Alto, a distance of about four miles. It is a small slough about 200 feet wide and the navigable portion of it is approximately 4000 feet long with depth enough for boats of six-foot draft to cruise and anchor at any phase of the tide.

It all started on August 21 when two of the P. A. Y. C. yachtsmen reported that a dredger was busy closing the mouth of the creek. Secretary Mark C. Nesbit of the Palo Alto Y. C. phoned the District Engineer's office and asked what was being undertaken. They knew nothing about it but called the salt company and learned of their plans.

Told to stop operations and seek a permit, such an application was forthcoming and lead to the issuance of Public Notice No. 51-9 on September 15.

On Monday morning, September 18, letters were sent out by secretary Nesbit to the 400 members of the four south bay yacht clubs: Sequoia at Redwood City, South Bay at Alviso, Coyote Point at San Mateo, and the PAYC, asking that letters of protest be sent immediately to the District Engineer to deny the granting of the permit. Thirteen local sportsmen's clubs were contacted for their support as well as the As-

The story of the battle for Plummers Creek in San Francisco's South Bay is one of the most inspirational epics in the long-continuing battle for the development of small boat harbors on the Pacific Coast. The action of four yacht clubs to save their favorite harbor of refuge will serve as an example of the effectiveness of cooperative action in the protection of boating interests.

sociated Sportsmen of California, an influential organized group of Northern California sportsmen. The California Marine Parks and Harbors Association threw the entire weight of its powerful organization into the fight.

The Pacific Inter-Club Yacht Association of Northern California, representing 31 member clubs with a total of 3168 yachtsmen rallied to their support.

Newspaper publicity quoting the

Should Small Boat Skippers Be Licensed?

An inquiry by Pacific Motor Boat is underway, seeking a code of yachting conduct for Pacific Coast boatmen. A British Columbia group has made an interesting proposal that may not only concern western Canadian yachtsmen but all B.C. small boat operators.

JUST how big should a pleasure craft or fishing vessel be before its skipper is required to take out a master's certificate?

This question has been raised in British Columbia by the Canadian Merchants Service Guild, whose main interest is the affairs and problems of deepsea and coastal masters, officers and pilots. A spokesman for this organization told PACIFIC MOTOR BOAT that the regulations on this subject are too lenient and that they should be tightened up for the general good of the seafaring community.

Under present conditions skippers of pleasure craft, both power and sail, and commercial fishing vessels do not require any certificate. That's all right for the men who navigate the really small boats, but the Merchants' Service Guild has in mind the operators of the larger yachts and power boats and fishing seiners often used as packers.

The Guild maintains that type of service as well as physical size should determine whether the master should be certificated.

The present regulations require the services of a certificated skipper when the vessel is over 10 tons, or 5 tons when carrying paid passengers.

commodores in each locality appraised the public of the boat owners' and sportsmen's plight and asked public support. Vice Commodore William G. Dandy and Secretary Nesbit appeared over radio station KIBE of Palo Alto appealing for support. The situation was also reported over Berkeley station KRE and KGO, San Francisco.

Public sentiment was aroused to such a degree that the District Engineer's office refused the granting of the permit on October 20, 1950, just 60 days from the time the P. A. Y. C. first reported activity at Plummers Creek, and 35 days from the time the permit was applied for. This speedy action in settling such a matter is a tribute to the District Engineer's office and appreciated by the yachtsmen and others involved.

Representatives of the Guild are inclined to think that this offers too much leeway, especially in the case of the larger fishing vessels which carry considerable freight when they are not engaged in actual fishing, although as fishing vessels they are not now required to have a certificated master.

The Department of Transport at Ottawa has the matter under consideration. Under the Canada Shipping Act as now constituted the coastal seaways of Canada are open to any would-be small boat skipper to carry as many passengers as he likes providing his vessel is within the tonnage limit.

"When you operate a car on city streets you've got to have a license," says George Bullock, secretary of the Vancouver branch of the Merchant Service Guild. "The same rule should apply to small boat operators, especially during the summer months when harbors are congested with shipping."

Whether required to apply for and win a certificate, the master of pleasure or commercial vessels of any size should at least know and obey the rules of the road and show courtesy and common sense, the Guild officials maintain.

The question has not yet been dealt with officially by any British Columbia yachting association, but it will probably become a live issue should the Department of Transport indicate that the regulations are to be changed.

PACIFIC MOTOR BOAT

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President
MILLER FREEMAN
Manager
LAWRENCE K. SMITH
Circulation Manager
MILLER FREEMAN, JR.

Editor
LAURENCE E. MUNZ
Executive Editor
DANIEL L. PRATT
Assistant Editor
LEO LIVINGSTON

So. California No. California Canada
A. W. PONSFORD STUART F. LEEYE CHAS. L. SHAW

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An 11-Foot Outboard Racing Runabout
Plans 44, 47, 48

THE COVER—Crackerboxes on Lake Mead

The rattling, leaping Crackerboxes, led by the national champion and world record holders, didn't crack a record on Lake Mead and Salton Sea, but they put on a thrilling exhibition as usual. Kenny St. Oegger's *Ruthless*, the winner, had not yet entered this picture.—Kent Hitchcock photo.

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20-Ft. Riviera Runabout—beautiful beyond compare. Like all new Chris-Craft, built to highest marine standards. Speeds to 40 m.p.h. Buy NOW!



22-Ft. Sportsman—a big boat for water sports, fishing, utility use. Speeds to 38 m.p.h. Amidship seat, folding top, optional extras.



24-Ft. Express Cruiser. Options of engines up to 145 h.p., speeds to 33 m.p.h. Two berths forward, galley shelves. Folding top optional extra.



25-Ft. Enclosed Cruiser sleeps 4. Dinette, galley, toilet compartment forward. Speeds to 26 m.p.h. Cruiser comfort at a price you can afford!



27-Ft. Super Semi-Enclosed Cruiser, single or twin engines, speeds to 32 m.p.h. Sleeps 2. Toilet forward. Similar model in 29-ft. length.



31-Ft. Sedan Cruiser with picture-window deckhouse, toilet, galley, stateroom forward. Sleeps 4. Single or twin engines, speeds to 26 m.p.h.



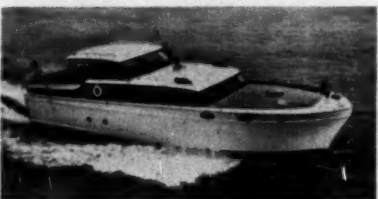
31-Ft. Express Cruiser. Two cabins, dinette, galley, toilet. Folding top, side curtains, extra. Single or twin engines, speeds to 32 m.p.h.



32-Ft. Super Enclosed Cruiser. Dual controls, sport windshield, as shown, extra. Two big cabins sleep 5. Single or twin engines, speeds to 32 m.p.h.



34-Ft. Commander. Two staterooms forward sleep 6. Big galley, dinette and large toilet compartment. Options of twin engines, speeds to 30 m.p.h.



40-Ft. Commander. Two toilet compartments, complete accommodations for 5 couples. A great boat! A great buy! Twin engines, speeds to 25 m.p.h.



42-Ft. Commander with Enclosed Bridge. Dinette, galley, 3 cabins, 2 toilet compartments. Sleeps 8. Options of twin engines, speeds to 34 m.p.h.



47-Ft. Buccaneer with Super Sun Deck of teak, wide lounge seat. Luxurious cruising accommodations for 9. Twin engines, speeds to 24 m.p.h. Act now!



50-Ft. Catalina—wonderful for extended cruising. Sleeps 10. Twin or triple engines, speeds to 23 m.p.h. Dual controls, folding top, extra.



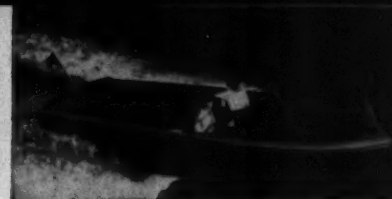
50-Ft. Catalina with broad Super Sun Deck and sheltered aft cockpit. Real cruiser comfort for 10. Twin or triple engines, speeds to 23 m.p.h.



18-Ft. Sportsman. Plenty of room for fishing and fun in this new Chris-Craft. Speeds to 36 m.p.h. Folding top with side curtains, extra.



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19-Ft. Holiday. Thrilling new line of the Holiday series with big, roomy cockpit, speeds to 36 m.p.h. Folding top, side curtains, extra.



22-Ft. Custom Sedan. Sliding windows, full-ventilating windshields. Custom-upholstered seats for 8, box springs in forward section. Speeds to 36 m.p.h.



23-Ft. Holiday. Two-tone Philippine mahogany, continuous flare sides. Speeds to 37 m.p.h. Amidship seat, folding top, extra. Also in 28-ft. length.



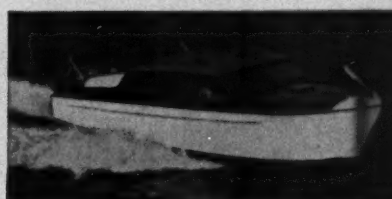
23-Ft. Express Cruiser. Big aft cockpit, 8 berths forward. Options of power to 165 h.p., speeds to 31 m.p.h. Folding canvas top an optional extra.



27-Ft. Super Enclosed Cruiser. Big cockpit, wide stern seat, dinette, galley, toilet. Sleeps 4. Single or twin engines, speeds to 31 m.p.h.



27-Ft. Super Express Cruiser. Outside controls. Folding top, extra. Dinette, galley, toilet. Sleeps 4. Single or twin engines, speeds to 31 m.p.h.



29-Ft. Super Enclosed Cruiser—single or twin engines, speeds to 35 m.p.h. Two berths forward, full height toilet compartment, dinette, galley. Sleeps 4.



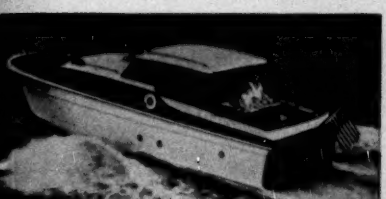
34-Ft. Enclosed Cruiser. Big deck-house, living accommodations for 4. Single or twin engines, speeds to 24 m.p.h. Also, new 38-ft. Salon Cruiser.



34-Ft. Double Cabin Cruiser. Aft state-room, galley, toilet. Sleeps 5. Single or twin engines, speeds to 23 m.p.h. Also, 38-ft. Double Cabin Cruiser.



34-Ft. Flying Bridge Cruiser. Accommodations for 5. Single or twin engines, speeds to 23 m.p.h. Folding top, extra. Also, 38-ft. Flying Bridge Cruiser.



42-Ft. Challenger has staterooms fore and aft. Dinette, galley, 3 toilets. Sleeps 8 in comfort. Options of twin-engine power, speeds to 24 m.p.h.



42-Ft. Flying Bridge Cruiser. Complete facilities for 8. Folding top, dual controls, extra. Twin engines, speeds to 23 m.p.h. Also without Flying Bridge.



47-Ft. Buccaneer with Flying Bridge. Big salon, dinette, sleeps 9 in 4 cabins. Twin engines, speeds to 24 m.p.h. Folding top, dual controls, extra.



54-Ft. Motor Yacht—liner comfort for 5 couples. Luxurious interior. Twin or triple Chris-Craft or twin Diesel engines, speeds to 20 m.p.h.

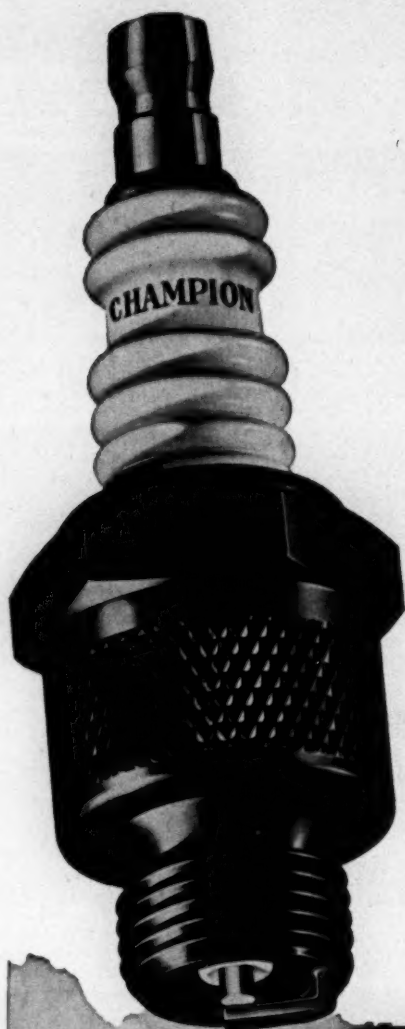


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She then won the famous Gold Cup in straight heats in record time on the Detroit River against the fastest boats in competition!

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The 200 boat entry list at Lake Mead was just about evenly divided between the outboard and the inboards with the nation's champions and record holders topping the entry list in every class. Here is Glenn Burke, of Chico, California, leading the C Service Hydroplanes around the outboard course at Lake Mead.—Kent Hitchcock photos.

Champions Vie at Mead and Salton Sea

Two big Southwest regattas and first Western A. P. B. A. meet attract 200 top-flight inboard and outboard racers

by Kent Hitchcock

THE 1950 Western Race Circuit, starting in the lower basin of Lake Mead in Southern Nevada and winding up way down there below sea level on the Salton Sea in California's Coachella Valley, established what must be an all-time record for concentrated racing activity.

Brought to Southern Nevada by the joint lure of the first annual meeting of the American Power Boat Association to be held in the West and 39 heats of racing at Boulder Beach, a veritable host of the nation's top-flight owners, drivers, officials and racing experts attended the Lake Mead Regatta. Two hundred racing outfits, representing every corner of the nation and every class in inboard and outboard racing, signed up for a four-day schedule of competition and mile trials. The racing was terrific but the results of the annual meeting, held at the Hotel Last Frontier on November 13, will leave a more lasting impression on the sport of power boat racing.

A day of conferences and meetings was climaxed with the election of officers at the annual meeting of the association. Individual members of the A.P.B.A., for the first time, voted for the elective officers in contrast to a 47-year-old precedent of election by the member clubs of the Association. Here are the election results:

For president, succeeding C. King Brugman of Los Angeles, is Jack Horsley of Miami, Florida; senior vice president, Hudson Moses; secretary, Bob Bogie; treasurer, Gibson Bradfield; outboard vice president, Claude Fox; inboard vice president, Charles P. Hanley; utility vice president, Dr. B. P. Harter; cruiser vice president, Dr. Lester C. Lowe.

Only 600 of A.P.B.A.'s over 2500 eligible voting members exercised their newly given privilege to vote.

With the inboard racing rules frozen for a three-year period, be-

ginning with the 1950 season, the Association adopted an amendment giving the Racing Commission the power to ballot registered owners of equipment in any particular class when an obvious error appears in a rule. A revision of racing rule procedure now gives the \$3.00 Stock Utility Outboard registrant the right to a voice in his class rules.

The outboard rules conference concerned itself entirely with the mute question of attempting to decide on ways and means of legalizing the use of the new post-war service outboard motors in regular hydroplane and runabout racing. Motors racing at the present time were designed back in the 1930's and no new racing engines have been available since 1940. The result has been a gradual decline in this branch of the sport as the old-timers find the game too expensive and the newcomer sees the obstacles insurmountable. The post-war utility engine is a well engineered product. A.P.B.A. rules require that no motor may be raced

until the manufacturer of the product registers his models with the A.P.B.A. as racing motors and offers them for sale to the public as a racing product. Over 95 percent of the A, B and D class utility engines now being raced are Mercury outboard motors. Utility racing uses the regular service outboard motor with no chiseling or racing modification permitted.



Cruising along easily at 85 miles an hour is Bill Cantrell of Detroit, Michigan, in Horace Dodge's unlimited hydroplane, *My Sweetie*.

With A, B and D service engine specifications on file, the A.P.B.A. can activate service classes with these stock engines to be used on racing hulls and it was the consensus of the meeting that this is the only possible solution to the question until such time as someone of the manufacturers shall elect to either build a new racing engine of modern design or consent to have his service motors advertised and sold as racing engines. As a result of this conference it is almost certain that the early part of the 1951 season will see newly activated hydroplane classes carrying the A, B and D engines now used in utility racing.

With the adoption of the emergency rules change amendment at the annual meeting, the Commission can now ballot the 48-cubic-inch class owners over the use of interchangeable parts in the Crosley engine.

The stock utility rules conference brought about the biggest single action of the day. Results of questionnaires to the 1300 utility owners were presented to the meeting. A terrific majority of the utility men were in favor of a year to year freeze on motor models and specifications. Favored also was a complete change in the utility program permitting sanctioned closed course racing for the stock utility classes. Utility owners taking advantage of this type of racing will be eligible only on subscription to the regular \$10.00 A.P.B.A. racing membership. This new class of racing for the utility men doesn't eliminate the \$3.00 utility registrant who may still

compete in marathons and local unsanctioned club racing. Further, the \$3.00 registrant may still compete in his regional or sectional championship without subscribing to the regular racing membership.

By a vote of 370 to 124, the utility registrants showed a preference to have specific hull dimensions added to their rules but the vote was not conclusive for either of the pro-

posals submitted. The utility racing commission meeting, after the rules conference, instructed commission officers to again ballot all utility owners with another proposal which would offer a hull weight of seven pounds per cubic inch throughout all the classes with beam, length and molded depth dimensions as originally contained in the 1949 utility rules and removed, apparently an error, at the time the sliding scale of weights was changed to the seven pounds per cubic inch basis.

The meeting of the Gold Cup contest board concerned itself, principally, with the results of a ques-

tionnaire mailed to contest board members and boat owners recently. Briefly the actions of the board were to approve amendments. One of the amendments would limit the membership of the contest board to several key officials plus "all owners of Gold Cup and unlimited boats which were entered and attempted to qualify for the Gold Cup races within the two preceding years." Another proposal was accepted, setting out that regular meetings of the contest board shall be held at the same place and within 48 hours of the regular annual meeting of the association and that another regular meeting shall be held not more than 48 hours after the annual running of the Gold Cup race (purpose of this last meeting to be held after instead of before the Gold Cup race, as in the past, is to recommend rules changes for the following season). This amendment also reduced the quorum at all meetings of the board or the standing committees to five members.

Stanley Sayres of Seattle, winner of the 1950 Gold Cup race at Detroit, gave a few details of the plan to conduct the 1951 Gold Cup race in Seattle on August 4. He also indicated that tentative plans have been made for an unlimited race to be held in Seattle on August 11. The contest board expressed favor at the idea of a second race in the Northwest at this time but counseled that the balance of the annually scheduled unlimited races be checked carefully before setting up a specific date for this event as conflict would probably split the available field of boats and damage one or the other of the events.

Fifth Annual Lake Mead Regatta

THE fifth annual Lake Mead Regatta was sponsored as in past years by the Boulder City Jay Cees with Bob Cary serving as general regatta chairman. The Jay Cees, who have a flawless record for their regatta arrangements, had their hands full with all of the details for the annual meeting of the A.P.B.A. and the big regatta as well and as usual they did a letter perfect job. This was the first time that mile trials have been scheduled for Lake Mead. This big hunk of water in Boulder Basin behind the mammoth Hoover Dam refused to glass over smooth enough for record mile trial speeds although ideal for the competition racing. A capacity crowd numbering high in the thousands, the largest to ever attend a marine event in Nevada, jammed every

inch of Boulder Beach and was treated to the hottest racing ever seen in the west.

The weather was ideal during Saturday's 19 heats and held good until late Sunday afternoon, when the committee cancelled out three heats as the big lake picked up a mean chop in an afternoon breeze.

Eddie Maroney of Phoenix, Arizona, was the only driver to wind up with a double win, scoring first places in both A and B Hydro and Gaston Van Hyfte from Parker, Arizona, was the only other driver to go home with two trophies, a third place in M Hydroplane and a second in B Hydroplane. The F Hydroplanes turned out a field of seven boats, six still blasting along to the checkered flag. There wasn't a single flip in the outboard classes,

although Tim Reeves from Chico, California, suffered a badly cut hand when he tangled up with the fly-wheel of his motor.

One of the most spectacular races of the year came off in A Hydroplane when Elmo Belluomini from Buttonwillow, California, was thrown from his *Farmer Boy* right after the start of the second heat while leading the field. Elmo swam after his runaway boat which was idling in a slow circle under automatic cut off, crawled back aboard and finished fifth in the heat which with his first place in the first heat gave him a third in the overall standings.

The only record of the two days of racing came in the B Racing Runabout event when Pete Coffee driving Ed Parsley's national champion *Vina Mae III* from Los Banos, California, raised his own competition record established at Lake Yosemite earlier in the year from 53.239 mph to 55.181 mph. With all of his blistering speed Coffee only beat Earl Sherman's *Spare Parts* from San Pablo, California, to the finish line by nine seconds and Jack Kelly's *Wee Willie* from Oildale in the third spot was just another second behind in the fast field of seven of the little inboard speedsters.

It was in the first heat of racing for this class that Julius Jensen from Freeport, L. I., was thrown from his *Can Do Too* in a spectacular spill nearly in front of the officials' stand. Jensen's boat dove into the confused wakes of the starting field and the wall of water that came over the bow literally ripped him out of the boat.

Every race was a good one but the 135-cubic-inch event will be long remembered. Twenty boats were signed up for the event and waiting on the beach to start. Included in the field were the fastest in the world, not just the national champion and the world record holder, but the absolute top notchers in this fast class. Here were Rich Hallett, Thom Cooper, Sid Street, Tommy Caldwell, Fred Galante, Reathel Bush and Keany Ingram just to mention a few of those potentially capable of erasing Roy Skaggs' five-mile record and each one determined to beat Skaggs to the first turn and turn the trick in the near perfect competition water. It looked a little too rough with every possibility that somebody was apt to be seriously hurt or killed in the scramble down the first straightaway and into the first turn, so the officials with the full consent of the majority of the drivers split the

fleet into two flights, with the arrangement that the five fastest from each flight would race in the final heat for the trophies.

The first heat went off without incident with Tommy Caldwell winning in the hard-driven race that saw the first three boats across the line in just about three seconds.

The second heat included the hottest race in the whole field. Thom Cooper from Kansas City blasted into the lead and was screaming down the back stretch when his *Pop's Tops* hit a roller that had come from nowhere far out in the big lake. Cooper was thrown from the boat which did a terrific wing-ding ripping one sponson to splinters but winding up right side up. A patrol boat rushed Cooper in for medical aid for a nasty cut around one eye that required seven stitches. Roy Skaggs won the heat in his record holder *Skallawags* with Sid Street in *Gee Whiz* 4 seconds behind him in second place.



Paul Sawyer, Jr. (left), of South Norwich, Mass., raised his own one mile mark for 225 class hydroplanes from 99.8 to 115.045 mph. At right is the father and son racing team that manages the *Lo-Key*, Louis Meyer, Sr., and Jr.

The final heat was a lulu. Just a hundred yards from the starting line the field ran into another slow roller that pitched both Roy Skaggs and Rich Hallett from their boats and left the boats running free at idle on the course. Skaggs suffered a badly banged up leg and Hallett torn ligaments that required a cast for some weeks. Ingram caught fire and was stranded in the first turn as Eddie Meyer in his *Avenger II* continued on to win the heat.

The big event of the regatta was the Unlimited Hydroplane four-heat race for the A.P.B.A. Unlimited Cup, one of the most beautiful trophies in power boat racing. On hand to battle for the cup were Stan Sayres' *Slo-Mo-Shun IV*, the world record holder with Ted Jones doing the driving; Jack Schafer's *Such*

Crust II with Danny Foster doing the driving; and Horace Dodge's *My Sweetie* with Bill Cantrell driving. This could have been the toughest race of the year as both of the Detroit owners were smarting from the beatings administered by Sayres' craft in the races at Detroit this year that saw the Seattle boat romp off with the Gold Cup and the Harmsworth trophy.

Before the trip to Lake Mendocino, Cantrell had made changes in *My Sweetie* calculated to improve the performance of this usually consistent campaigner, and Schafer had prepared for the attempt to take Sayres to the cleaners by increasing *Such Crust II's* horsepower by some 800 horses with the change from the Allison to the Rolls Royce Merlin. *Slo-Mo-Shun IV* came to the Lake Mendocino race, running as usual like the champion she is, but handicapped by having only one shaft with no spare available and this is what cost her the race. No one had seen

Such Crust II in operation with her new power plant and it was a tense moment when during the warm up run Foster pulled up on Jones in the back stretch obviously challenging him to a speed test, a challenge which Jones immediately accepted. For just a few hundred yards the two big speedsters thundered and roared neck and neck down the straightaway at terrific speed with roostertails fanning out behind them for 1000 feet and then both slowed back down to warm-up speed.

This was the only time that the crowd saw the two boats having it out and of course the results were not conclusive in any way. Sayres was running the race under protest with the statement that he had not been advised in advance that the course had been shortened to 2½

miles per lap in place of the 3 miles originally planned for the race and that in view of this his boat was equipped with a gear box ratio and propeller unsuited for the short course. If this combination had any effect on *Sio-Mo-Shun IV's* performance it certainly didn't show up in the race. The three boats got away to a beautiful start and Jones put the champion out in front at the first turn. In the back stretch *Such Crust II*, pouring on the coal to overtake the leader, twisted off her shaft and dropped from the race, out permanently with valves jammed into the head as the engine raced. Jones built up a comfortable lead over *My Sweetie*, which started to miss after several laps, and occasionally turned in a blistering lap at 90 miles an hour average to the edification of the spectators. In the second heat Jones again took the lead and built up his safe lead but dropped from the race after several laps when the shaft let go, leaving the heat to *My Sweetie*, now crooning along in good shape with her missing engine cured.

Here was the big trophy practically in the bag for Dodge's boat, but always there is a chance of breakdown so two of the 225's, Elmer Enquist's *Firefly* and Lon Graditi's *Californian* entered the contest with a sure thing for the second and third place trophies if they could last out the race. Fifteen miles is a long haul for a 225 which doesn't carry much gas capacity and doesn't get much mileage especially if burning fuel. With gas capacity the main problem the two 225's couldn't run at top speed because of high consumption at full throttle and so the final two laps became an endurance



Already in the lead as the P.O.D.H.'s rattled across the starting line at Desert Beach, Dr. Lewis J. Novotny pushed his *Cherub II* to 54.545 mph to better his own record of 53 mph established at Kingsbridge, Md.

contest with the two smaller boats touring the course at a safe speed. It was a tedious ride for Cantrell, who occasionally turned in a furious lap to test out the big speedster and if race Dodge took over

the driving job for the final heat. Graditi took the second place on corrected time from Enquist and so ended the race with the A.P.B.A. Unlimited Cup in possession of Horace Dodge for the coming year.

Tenth Annual Salton Sea Regatta

THE tenth annual Salton Sea Regatta was sponsored and conducted jointly by Roy Hunter, the owner of Desert Beach on the Salton Sea and the Los Angeles Speedboat Association and the Southern California Speedboat Club. This was a last-minute arrangement with the regatta put on with a practically pay as you go plan by the contestants and increased entry fees responsible for a

large part of the financing. With bad weather, rain and wind in all parts of the West and in some instances just a few miles from the course, many of the drivers felt the regatta would be blown out and did not attend. What a mistake this was for Salton Sea has never provided more beautiful racing weather than it did from November 17 through 20 this year. Six records were smashed, five of them mile trial marks and the sixth a competition figure. Here are the new records with eclipsed marks indicated (old):

225 Class Inboard Hydro: 115.045 mph, *Alter Ego*, Paul Sawyer, Jr. (99.820 mph, *Belligero II* by Sawyer at Salton Sea in 1949).

48 Cubic Inch Hydro: 71.855 mph, *Lou Kay*, Louie Meyer, Jr. (57.995 mph, *Ballerina II* by Capt. Carroll at Salton Sea in 1949).

B Racing Inboard Runabout: 60.430 mph, *Vina Mae III*, Ed Parsley (58.207 mph, *Baby Eagle*, Edison Hedges at Bush River, Md., July, 1950).

135 Cubic Inch Hydro: 97.350 mph, *Gee Whiz*, Sid Street (92.130 mph, *Skalawaggs*, Roy Skaggs at San Diego in 1949).

D Racing Inboard Runabout: 67.314 mph, *Sagana VIII*, Frank Foulke (64.875 mph, *Sagana VIII*,



The Pacific Motor Boat Trophy race winner. In the center, sitting in the cockpit of his *Ranger II*, with the P.M.B. Trophy beside him is Kenny Ingram, this year's winner in straight heats. On the left, with his third place plaque, is Pete Pierce, driver of *Ego Beeva II*, and on the right is second place winner, veteran P.M.B. race campaigner, Eddie Meyer, driver of *Avenger II*.

Mildred Foulke at New Martinsville in 1948).

PODH (Five-Mile Mark): 54.545 mph, *Cherub II*, Dr. L. J. Novotny (53.763 mph, *Cherub II*, Dr. Novotny at Cambridge, Md., in 1949).

Paul Sawyer's terrific run marks the first time any craft other than a Gold Cupper or Unlimited Hydro has officially set a record at better than 100 mph. Sawyer just a few moments after this run was made put his *Belligero II* through the trap at better than 103 mph. *Alter Ego* is equipped with the Hilborn-Travers system of fuel injection, the first racing boat to take advantage of this development now in widespread use on racing cars. The efficiency of this type of fuel supply against the conventional manifold and carburetor systems was pretty well proven in this run and it is interesting to note that the fuel injection system uses 40 per cent less fuel than the carburetion system. Rich Hallett, the southern California builder of racing hulls, had a field day as the Meyer, Sawyer and Street records were all set with his hulls. Parsley's boat is a Speedliner, built by General Marine Corp.; Novotny's hull is a product of Fred Wickens of Lennox, California, and Foulke's runabout is a Glazier.

The feature race of the Salton Sea schedule was to have been four heats of competition for the big Unlimiteds with the PACIFIC MOTOR BOAT Trophy at stake, but with the disintegration of the big fellows at Lake Mead the race became a contest between the 225's and the 135's who by rule are eligible to race for Unlimited Hydroplane trophies. PACIFIC MOTOR BOAT had posted three beautiful silver plaques to be permanently held by the winners of first, second and third places and the battle was bound to be a tough one. The race was a hard-fought contest, but the results were conclusive for Kenny Ingram from El Monte, California, swept the first three heats in his fast traveling *Ranger II* to score 1200 points and put himself in a position that made the fourth heat unnecessary.

Right up to the last minute of the third heat the results were in doubt for Eddie Meyer of Hollywood in his *Avenger II* was right on the heels of the leader both in speed and in points. Pete Pierce from Alhambra drove *Eega Beeva II* to third place in all three heats while George Mautucci and Bill Molina experienced trouble and withdrew.

Here as at Lake Mead, one of the toughest races of the long 38 heat schedule was the 135-Cubic-Inch

event and lacking the crack ups that had marred the 135 racing at Lake Mead the champions now at full force again put on the finest inboard contest ever seen in these modern days of 90 mph 135's. . . . Twelve of

Jafco winner could do was sixth.

The outboards regardless of class, had a tough go and couldn't crack the win column in the record list. Johnny Maddox of San Diego put his *Hasty Baby* through the trap

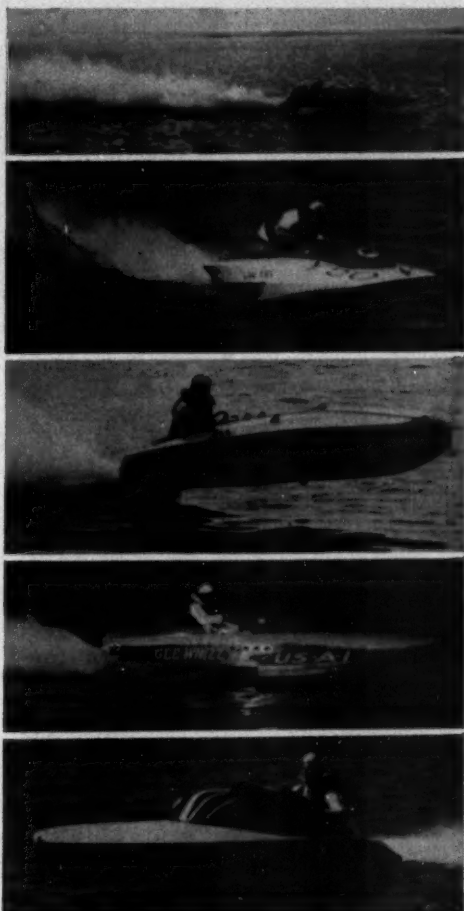
New world records set at Salton Sea: The 225 class *Alter Ego* hit 115.045 mph.

The 48-cubic-inch *Low Key* established a new world's record of 71.855 mph.

Class B racing inboard runabout, *Vino Mae III*, set a record of 58.207 mph.

Sid Street's 135 class *Gee Whiz* set a new mile record of 97.530 mph.

D racing inboard runabout, *Sagana VIII* ran through the trap at 67.314 mph.



the screaming speedsters tangled up in both heats with Reathel Bush of Ontario getting his *Scamper* into the win spot in both heats. Ingram, the winner of the PMB Trophy, nabbed both of the second spots and title holder Roy Skaggs, driving with the handicap of a stiff leg in a kneeling type of boat took the third spot. Thom Cooper with his *Pops Tops* repaired after the Lake Mead flip and driving with bandages still on his face, and Sid Street, the other invader from the midwest, were lightning fast on the straightaways but couldn't stay with the Western boats on the turns. They wound up in the fourth and fifth spots and the best that Fred Galante, the 1950

just 16/100ths of a mile short of the record for A Hydros.

The only accident at Salton Sea occurred in the back stretch when Manuel Jacinto from Sacramento, California, did a terrific flip in his F Hydro while leading the pack. He emerged with a badly sprained leg.

In the 48-Cubic-Inch class Victor Klette, driving *Peggy*, knocked a hole in the boat in the back stretch and the boat sank before a patrol could reach him. Hours of fruitless dragging failed to snag the sunken speedster, but a day later it came to the surface nearly a mile from the point of sinking, one of the strangest occurrences in this zany game of power boat racing.



Down in the slough country between San Francisco Bay and Stockton, California.

We'll Cruise in Wintertime

by H. E. Newlin

WERE leaving San Francisco in the middle of winter to sail uncharted parts of the San Joaquin or Sacramento waters. Of course there are hazards involved. You will have to watch the swollen rivers for floating debris, and you'll somehow have to ignore the icy rains and cold north winds; evolve a method of learning your relationship to bridges that won't open, to islands that no longer exist, to deep water that you must probe for sunken trees. But if you like to roam in a leisurely fashion (a modern Thoreau in an ever-changing watery Walden), then winter-time in the slough country is for you. Join us, won't you?

No time?

Nonsense, there are so many landings all along the rivers and sloughs that you can dock your boat anywhere and go home for the week to return by bus and continue your cruise next weekend. And besides, a week or two in these waters will clean her bottom of grass and save you a haul-out. So come along!

This five p.m. of January 30 found the *Idyllus* motoring northward out of the Berkeley yacht harbor against an ebb tide. She was a bit different now from the way we'd first seen her back in '46: a 22-foot steel lifeboat of 7-foot beam with grey paint, red lug sails and ash oars. For three years we'd puttered part time on her, installing a Universal Fisherman engine, welding on a raised

deck, a keel and a self-bailing cockpit, fitting sail locker, galley and double bunk below, and stepping a mast for 255 square feet of sail, gaff rigged. Now trim and white, she trundled along making four knots against the tide, carrying three sailors into the cold slough-country.

Point San Pablo rounded and we had a good reaching breeze that kept Mary with one hand to herself and one holding dinner on the Skippy stove. Roy had both hands busy tending the 130 feet of jib. Our main has about 180 square feet, but with gusts up to 30 miles an hour we still couldn't heel the boat down past her original cap rail.

If the icy air bothered Roy at first it didn't for long, for the big jib had only a single temporary sheet that had to be carried forward around the mast and back to the cleat every time we tacked. Back and forth he chased the wind with that sheet, muttering, "Well, at least it's one way to keep warm!"

By the time we'd passed under the Carquinez bridge the breeze had settled once more in the south and he was crouched at the tiller while I ducked below for dinner. From the warmth of the cabin I heard some comment to the effect that if it got much colder we'd have to chip ice before we could furl sails.

We'd planned to lay over just up-

stream of the bridge, but since our wind held good we sailed past the railroad bridge above Benecia where we dropped anchors fore and aft with the breeze gasping its last cantankerous breath.

Another cup of coffee, a little more yarning, and the seat on the port side of the cabin was slid down to form a double bunk. Roy flopped his sleeping bag on the floor in front of the glowing Skippy stove, and Mary and I panted into the air mattresses on the bunk. If the mattresses went flat every hour or so they were still more comfortable than the spot Roy had chosen, for every few hours I had to clamber out to stoke the stove; and this meant scraping around over the whole top next to his ear to find the hole for the poker just to dump in a lump of coal. By morning we'd evolved a kind of comic ballet in which someone would rise to stoke the stove and the others would sit up to watch silent and grim until the lid was off and on again. Then all three would slump back to sleep an hour or two until the next show.

Tuesday morning while Mary still slept I hoisted sail and Roy sat up in his sleeping bag to cook breakfast. This boat is of the variety where everyone sleeps "all standing" not from modesty but because it's simpler. Did you ever try to pull trousers on when you have only four feet headroom? You sleep all standing and like it!

The smell of hot coffee made Mary hiccough in her sleep and she awoke to take over when Roy gave up burning the eggs. Meanwhile I had the hooks up and the sails trimmed and we were under way. Small clouds gathered in the South as though to laugh when we ran aground, but they dispersed when we motored off through soft mud and into deep water, heading for Suisun Creek, where tules stood bare and brown, and birds rose out at our approach. First the mud hens splattered across the water before us, then geese would rise flying fast, followed by the thrum of quail skimming out across the grass. It was strange silent country then, seeming almost forgotten except for an occasional lonely house, a small boat landing, trees standing single and forlorn on the bank.

Little by little as the sun rose higher clearing the mist, houses appeared in twos and threes, each with its tiny boat landing and surplus LCVP. The south breeze held, pushing us steadily into the warm wilderness where the sky, the water, and the reeds were colored like a Van Gogh painting.

At the end of the slough where Suisun sprawled there was no gas dock, but we did get wood and water, hamburgers, and a pair of gloves for the cold watches at the tiller. We learned here that the first half of Cutoff Slough had no water at low tide, but that drawing only three feet we should have no trouble going through at half tide. So without wind and using only one-quarter throttle we sounded our way over

Cutoff to Montezuma Slough, thence to Pittsburg.

This night we spent tied to an abandoned steam tug, and rose early with a fresh north wind freezing our ears. Roy hopefully suggested hanging the big red jib again, but since we were logging along with the rail about as far down as it would go anyway, we decided it would be more trouble than it would be worth. It was at the north end of Winter Island, where the Sacramento River empties, that we abruptly changed our minds about heading for Rio Vista. It would be too soggy and frigid, beating all the way. Since we were out for a vacation and not a workout we came about and swung over to the San Joaquin, following it as far as False River.

With the wind now aft we barreled merrily down the twisting course of Piper Slough. Here, along Frank's Tract, summer cottages with lots for sale were being elbowed aside by thriving resorts with boat landings and skiffs for rent.

Fine beam winds carried us to Old River, with the air cold and sharp and water a dirty brown. All this day and the last the Skippy was kept stoked and burning below with hot coffee at helmsman's call. It was flood season and drifting logs, trees, and overturned skiffs demanded a sharp eye on deck.

But if the wind was cold the colors of the sloughs were not. Tan tule at water's edge, yellow cane and bamboo rising behind, and for a backdrop dark green trees. This would be the time and place for a

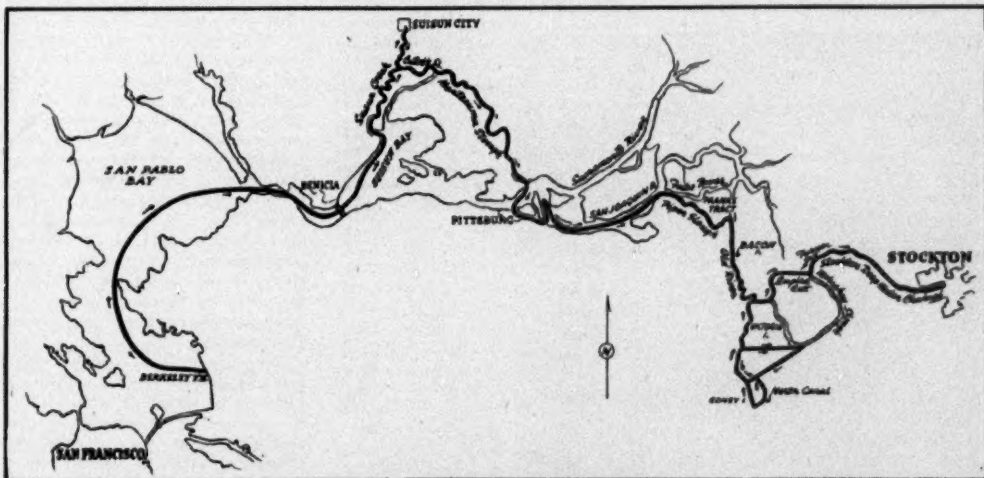


The Idyllus runs past the Berkeley breakwater.

color camera, for the delicate tones exceeded even Disney's finest creations. And even the wild life, a brilliant blue crane rising lazily at our approach, goats, cattle, pigs and chickens gazing at us from unpeopled islands, all seemed dedicated to tranquility.

As the sun dropped so did the wind, and at the north end of Coney Island we started the engine.

Since we never bothered with plans on this jaunt, we agreed on the haphazard idea of joining Old River at Salmon Creek, and perhaps following the San Joaquin into Stockton. This would keep us off the busy waterways and in slough country all the way.



Route of the Idyllus, from Berkeley to Stockton.

But as it happened our minds were changed by a recalcitrant bridge tender. His lair is situated on Middle River about half way between Victoria Canal and Old River; and no amount of cajolery, bribery or threat could induce him to open his bridge without 12 hours' notice. The next bridge down, we learned later, required 24 hours' notice!

So in the center of the river we anchored, to listen all night to the rumble of trucks passing over the river a few yards west of us. We outsmarted him there, though, for we listened to Hope and Crosby on the portable, until we found an even funnier program. This one consisted of a weather report for the valley, drawled by a farmer from some tiny station nearby. Part of it went like this, verbatim: "The weather yestiddy was cold and termorrer it's gonna git colder. With a north wind. Th'mometer might go down ter thirty-six or thirty-eight. But it'll prob'ly freeze, though."

After a five-minute explanation of this phenomenon our Coleman lantern excused itself and went out. So we stoked the Skippy and bunked down.

About midnight I rose and stepped to the deck, checking for drift. The moon was bright and the wind moderate, and as I looked up a great flight of geese crossed the moon, heading north!

Morning found the wind gone so in a leisurely fashion we polished off the last of our breakfast supplies and started the motor trip back down North Canal. Around Coney Island again, and down Old River to the ferry, here to inquire if the bridge below might open.



A prosperous horn rising from some levee intensifies the vastness of our wilderness.



"This here's a ferry, son. Runs on a cable!"

Coming Events On the Pacific Coast

Dec. 30-31—Christmas Regatta, Newport Harbor Y. C.
Jan. 1—Predicted Log Race, Bellingham Boat Owners Association.
Jan. 1—New Year Regatta, Tacoma Y. C.
Jan. 7—New Year's Regatta, San Diego Y. C.
Jan. 12-29—New York Boat Show, N. Y. City.
Jan. 21—Cruise and Compass Race, L. Wash., Queen City Yacht Club.
Feb. 24-25—S.C.Y.A. Midwinter Regatta.
Feb. 24-25—Cruise and Heavy Weather Race, Bremerton Y. C.
March 2-11—San Francisco Sports, Travel and Boat Show.
March 31-April 8—Seattle Boat Show, University of Washington Pavilion.

It was an old gent operating this cable ferry, and when the current swept up gently against his hull he came stumbling around the engine-house to gawk. Slowly he mopped his face with a polka-dotted handkerchief, drawing, "Hahn?"

"Does the bridge below, on Old River, open?" Roy asked.

"Bridge? This here's a ferry, son!"

"Below!" Roy waved his arm and pointed. "Does it open?"

The little old fellow stared. "Runs on a cable. Clear across the river, boy," he explained proudly.

We waved goodbye and motored away, deciding against the bridge. We learned later it would have opened promptly.

Back the long way to the south end of Bacon Island, on the chart again we wended our way. Just above the bascule bridge here we came upon a most baffling sight. A narrow island divides the river, and on it, freshly built and painted, stands a great swinging bridge. No roads lead to or from it, but it stands there in the middle of the river, its two ends hanging north and south, wide open.

Wondering how many had been built like this one the length of the river, we turned and motored on through Empire Cut to the Stockton Deepwater Channel.

At five p.m. the fourth day of our lazy cruise—just because, we made our landing at the Uptown Yacht Harbor, right at the end of the Channel. This is the finest harbor a cruiser could want. Ray, the harbor-master, offered us the complete freedom of the sparkling facilities there which included hot showers!

After the Battle of the Bridge the Uptown Yacht Harbor seemed other-worldly!

Well, before leaving the old Buck-et o' Bolts, as Roy calls her, we had one last dinner to finish off the perishables aboard. And we formulated our next move, too: next we'll try to make Sacramento from Stockton, given a south wind, then home to Berkeley.

We left the *Idyllus* agreeing that she was a good cruising boat even if one of us did have to duck under the covers every time the lid was lifted off the Skippy. And as for cruising off-season: we found that there is as much if not more to enjoy then, for the air is not oppressively hot, mosquitoes are not yet out, and the waterways and berthing places are uncrowded. And still there is a bit of tang in the air, a sweet sharpness like spring, and in the mornings and evenings bird songs and still air seem to pulse with fresh adventure.

Bremerton Yacht Club Receives Trophy In Hellzapoppin Meet

Seattle Yacht Club officers were crowned "chump champs" and awarded a collection of fantastic bobby prizes at the presentation of the Pacific Northwest Inter-Club Championship trophy to the Bremerton Yacht Club at Bremerton November 20.

In accepting the handsome barograph trophy, the Bremerton Yacht Club singled out the Seattle club for an elaborate hazing. Commodore C. L. Klieves advised Commodore Phil Smith, S.Y.C., to encourage his racing cruiser skippers to convert to sail as the Seattle club has suffered three defeats in three successive years.

The interclub predicted log trophy was donated by the Seattle club which specified that it will revert to the permanent possession of the club with the most wins by 1960. In 1948 the Queen City Yacht Club of Seattle took first place. In 1949 Everett Yacht Club won the trophy.

Start of a 1923 race, directly off Cabrillo Beach at Los Angeles outer harbor. The fleet, left to right, are the *Star of California*, *Baby Mine*, *Smiling Dan II* and *Miss Marjorie Gay*.



"We Just Went Like Sixty"

When old time Southern California racers got together, three decades of speedboat racing were well remembered

by Bob Ruskauff

MILESTONES of California's motor boat history were recalled recently when America's largest inboard racing organization played host for a night to the old-timers.

The meeting was presented by the Southern California Speedboat Club in Compton, California. When the immediate business was taken care of, Commodore Dexter (Deck) Blindbury turned the chair over to Staff Commodore Clay Smith and for two hours the old guard held sway. Names of some of the famous earlier racing boats were recalled, such as Frank Garbutt's *Mystery*, Joe Fellows' *Fellows II*, Dustin Farnum's *Miss Los Angeles* and other winners of the PACIFIC MOTOR BOAT Trophy.

"When I came to California they had an alarm clock they timed races with. Later we got two guys and a watch. Finally, came J. Otto Crocker with the electric eye timer and now look where we are," said Arthur L. (Art) Bobrick, ex-driver and dean of officials of the inboard racing commission, American Power Boat Association.

It was sometime before 1930, Bobrick recalled, when a driver (Charley Holt with the *Firefly*), turned

30 miles an hour in a Class C outboard hydroplane. "I wrote back to inform the commission in New York that Charley had made this speed—officially—on Newport Bay, California," said Art, "and in return I got this reply: 'Impossible!'"

"I'm no old timer here, maybe," said Dudley Valentine. "I started racing with my original 225, *Miss Hollywood*, in 1937 or 1938."

But it wasn't the fact he set a new world mark when he turned 70 miles an hour on Newport Bay in 1939 that impressed Valentine. It was because he did it after flipping the boat just the day before, at Long Beach, then spending the night with Eddie Meyer rebuilding her.

One old timer, Dick Loynes, emphasized: "Speedboat racing is, always was and always will be, purely a thing of comparison. The idea is to beat your competition. In doing that, it doesn't matter whether you are in a stock runabout, a midget M outboard hydroplane, a 48-cubic-inch inboard or the unlimited class. Actually, you can say that the little ones develop it and the big ones use it. There are a whale of a lot of guys in American racing who have the in-

genuity but not the money. Because of that, restricted class racing has made boat racing great."

Of all the people who might most properly take credit for focusing world motor boating attention on the West, the name of Richard (Smiling Dan) Loynes would probably stand foremost.

Loynes' three boats—he built two 151s called *Smiling Dan* and *Miss California*, and a Gold Cupper, *Californian*—changed that. Many hot western drivers who have followed after—hailing from Seattle to San Diego, from the San Francisco Bay area to Ogden—have never let it be forgotten.

Drivers such as Danny Arena, Danny Foster, Gus Walker, Don Kuneman, Lou Fageol; such as H. G. (Fergie) Ferguson and Loretta Turnbull in earlier outboard racing; plus other such successful inboard forayers east as Dr. Louis (Doc) Novotny, Jimmy Middleworth, Clay Smith and Joe Guess, Stroppe, Lorin Pennington, Dale Brown, Art Maynard, Kenny Ingram, Morlan Visel.

It was a briefly bitter personal experience with the then patronizing attitude manifest throughout the east that provoked Loynes into a

career of national competition that will be remembered as long as there is a hot stove league.

In those halcyon 1920s inboard competition reached a status which it lost with the advent of outboard competition. This was really never regained in the west until such groups as the SCSC (born and weaned in Frank Lane's Compton boat shop), the California Speedboat Association, Northwest Speedboat Association and others, built into organizational strength.

Loynes went into racing after

World War I. Five speed-minded men bought up Liberty and Hall-Scott engines from the government with what money they could variously scrape together. A couple of years later they'd completed the hulls and started competition. About then the Southern California Hydroplane Association was born.

Several of Hollywood's early film actors and producers were interested in the sport, the original association enlisting the comedy producer Al Christie (later Southern California Yachting Association Commo-

dore); Dustin Farnum, Cecil B. DeMille, Loynes, Verne Walker, Billy Myers, A. D. McCloud, Harold Barneson, Sr. and his brother, Lionel.

Christie's 151 was first named *Miss Sunset*. He later called her *Baby Mine*. Myers built *Lorena A.* and Loynes the *Smiling Dan*.

The Barneson brothers and Walker (*Miss Hollywood*) followed with boats; then McCloud and Del Lord the director and the then king of western actors, Fred Thompson, who named his boat *Frances Marion*.

The Liberty motors and Hall-Scotts for the most part awaited larger displacement building, and most of the 151s were powered with such as "Fronty" Fords, Stars, Pierce-Budds and assorted home-built engines.

Racing flourished. There were a half dozen good California race sites. Inboards had only two or three regattas a year, hence civic support was a cinch and large scale meets were held on such courses as San Diego bay, Lake Elsinore, on the main channel of Newport Bay (right off Balboa proper) and on Alamitos Bay which surpassed Long Beach Marine Stadium, the present hot-spot for premier show regattas.

The Marine Stadium existed, but among problems was the fact there were no roads to it. These improvements awaited the 1932 Olympic Games.

During some three years Loynes gathered himself a great western reputation, scooping up victories right and left with *Smiling Dan*.

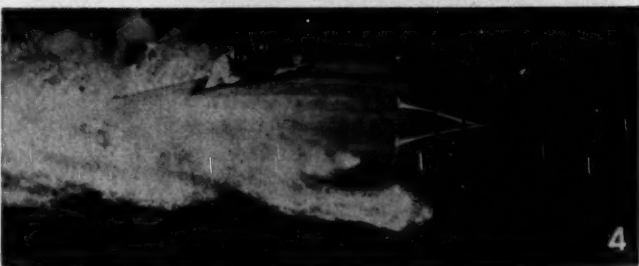
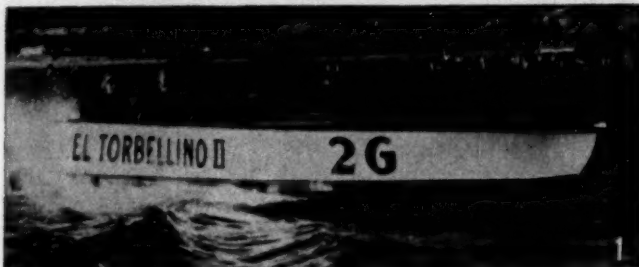
Then came the rebuff. As Dick recalls it:

"The year was 1926. We'd been doing all right and were sort of hoping for a chance to tangle with some of the eastern hot shots we'd been reading about. Came a huge batch of advance publicity about a big regatta to be held in Palm Beach, Florida, on Washington's birthday.

"Not only that, it was so big and times were so good that expenses to and from the regatta were to be paid to all sectional and divisional champions who would show.

"Here was the chance, for we'd just won the Pacific Coast title the second straight time and were feeling no pain. I wrote to Alfred Wagg, Palm Beach racing commissioner, explaining our status and desires. I got back one of the most unmotherly letters I'd ever received." The gist was this:

The expense idea was apparently legitimate, but it applied only to recognized sectional champions. The



Glimpses into the past: (1) A. L. (Art) Babrick's *El Torbellino II* winning the Pacific Motor Boat Trophy in 1932 at Newport Beach. (2) Lew Fagool in *So Long* at Newport Harbor. (3) Dot Munson, with her brother as mechanic, rides *Miss Arcadia*, two-time Pacific Coast 225-cubic-inch champion hydro. (4) Bill Stropps's *Bullet*.

Pacific Coast? Why, after all, you kiddies out there haven't been racing very long. It would appear that after you have had a little experience in real racing we might, perhaps, deem paying expense money justifiable!

So Loynes, paying his own way, took *Smiling Dan* (hull number 3) to Florida.

It was decided to send, by rail, both *Smiling Dan III* and Al Christie's boat, now *Baby Mine*. Starting by car, ahead of Loynes, were Christie, Holbrook Todd, Vera Steadman and the mother of Marie Prevost. Somewhere in Arizona the car overturned. Christie and Miss Steadman were seriously injured; Mrs. Prevost was killed. Todd, the only member uninjured, wired laconically:

"Unable to be there first race."

Loynes promptly entrained for Jacksonville and, from Arizona, Todd went on. They arrived in ample time for the first race and trials on the course. But there was one hitch. The boats were lost on a box car somewhere between Los Angeles and Jacksonville.

After frantic phoning and wiring, "we finally reached some vice president. They traced the car and at 10 p.m. the night before the first race (races then were usually five heats over a two-day period), the boxcar arrived, hooked to a fast express train."

Even then, due to customs rules in railroading, it practically took a congressional act to rout *Smiling Dan III* out of the car.

But the next day, without a tune-up, or having even seen the course, the California kids got to the site just after the first heat finished.

They got into the second heat. As Loynes remembers:

"We didn't even know the location of the first buoy." There was only one thing to do so *Smiling Dan III* started and, for the first lap, simply followed the boats around. Then they opened up, took the field and won that heat. They did the same with the next three straight.

Following that baptismal, in a total of 22 national regattas barnstorming throughout the United States, *Smiling Dan III* won 18 of them.

The east was, finally, aware that there must be motor boat racing on the Pacific Coast. After that truth had been established, in fact before, when the kids arrived in Florida, Commissioner Wagg and everybody else, turned to with their best to be royal hosts to the visitors.

"The commissioner later became



Well-remembered names in Southern California racing circles: (1) Richard R. Loynes. (2) A. L. Rebrick and Lew Feguel. (3) Leretta Turnbull, famous feminine racing driver from Monrovia. (4) Frank Leases' Compton Boat Shop was the birthplace of today's Southern California Speedboat Club and for three years monthly meetings were held there.

one of my best friends," said Loynes. That friendliness, by and large, has gone for westerners when faring eastward ever since or, by the same token, for the invaders from other parts who have tried for records, trophies and the glory of it all on our western roadsteads.

It may quite honestly be said that this first invasion was really a turning point of motor boat history.

These barnstorming tours have done immeasurable good in the speeding up of both hull and engine development.

"You see what a guy has done in Rochester that you forgot to do and he, for the first time, notices the kink that you injected. None of us has been too slow to pick up someone's idea," quipped Loynes, "that's part of the game."

It was more than twenty years ago that Loynes built *Californian*, the first of the Gold Cup challenge boats to fare eastward and with her he made two ill-starred invasions.

The first time was in 1929 and the race at Red Bank, New Jersey. In the first heat *Californian* set a new

world Gold Cup record, at 63.64 miles per hour. In competition they had finally cracked the mythical mile a minute for a restricted class boat. "We were really going like sixty, weren't we?" grinned Loynes.

But that was it! The second heat they hit a submerged sunken hulk in some six feet of water and tore out the propeller shaft. After repairs they hit the National Sweepstakes and led for two laps in the first heat—then the patch job fell apart. From there they went on to the President's Cup Regatta and, in the first heat, also while leading, hit a log and poked a hole in the bow.

The next invasion was 1930 and even before *Californian* got ready, disaster hit. Twenty-one days before due for shipment east, she burned to the waterline in Corritos Channel, Los Angeles harbor, during a trial run.

Loynes, by what passed as a miracle, rebuilt her in time to make the first regatta. But it was the same old story. The first heat, leading the race, the western boat hit a log. This time though, *Californian* was too

much damaged for rebuilding during that circuit.

Inasmuch as there has been great current argument about rules concerning the Gold Cup class (they're now unlimited), it is but fair to mention they were even hotter then.

Californian, for instance, met the restriction requirements with six-foot beam, 25-foot waterline and 2,000 pounds minimum weight sans engine, when she was built. But the rules then stated that any "presently competing boat" could continue racing — without, however, mentioning that contenders with the older boats couldn't saw off the bottom and convert to a hydroplane hull — of several hundred pounds less weight, or make other speed-producing changes.

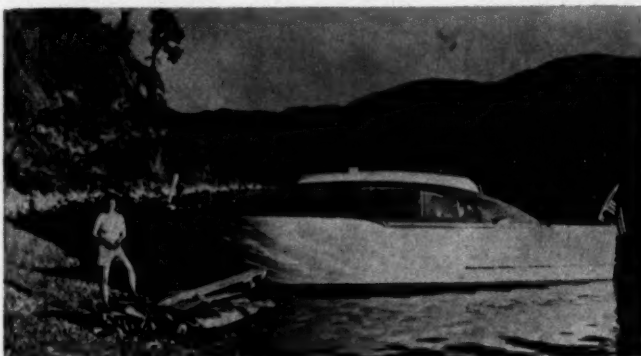
"This made it a little tough on a guy sinking the 15 or 20 thousand a Gold Cupper cost, on building a new boat," said Loynes. So Loynes, who

couldn't get away from a boat, and with a good career behind him, decided it just as economical to operate a 60-foot cruiser.

Does it mean Loynes has forgotten speed boating? Not exactly. This vet has some ideas steaming about using the Gold Cup class as a development class for diesel power. Loynes concludes: "Neither meetings nor anything essential have changed in 30 years. It still remains strictly a matter of comparison. Clubs come and clubs go. The once-famed 100-mph club is already feeling the pinch since *Slo-Mo-Shun IV* came along and, as Hi Johnson said:

"I've already joined the 150-mile-an-hour club without getting an oil bath."

"You still have to beat one thing, your competition. Whatever speed we made in the old days or whatever we make today, it's like Grandma put it—we're simply going like sixty."



Typical of the shoreline of north Idaho's big Lake Pend Oreille is this cove near Mineral Point. And one of the reasons for the lake's growing fleet of boats is fish — like the fine catch displayed by Mrs. L. E. Pietsch of Sandpoint. The Pietsch's Owens cruiser is equipped with both an outboard motor and a small Kermath which drives directly on the main shaft for trolling.

Lake Pend Oreille Chart Available

AVAILABLE for the first time, chart 6170, covering Pend Oreille Lake in Idaho, has just been published. This hydrographic chart shows soundings in feet at mean winter level, which is 2048.15 above mean sea level. The lake's greatest depth is 1158 feet.

The lake's annual variation between winter low water and spring floods is up to 23 feet, with about 14 feet being the average. With the completion of the Hungry Horse dam in Montana and the Albeni Falls dam on the Pend Oreille River, the lake's level is expected to be stabilized at the normal high water mark, 2062.5 feet, during the summer.

At Sandpoint the Army Engineers are studying several alternative plans for changes in mooring facilities which will be necessitated by maintenance of the high summer water level.

Chart 6170 is distributed by nautical chart sales agents, the Washington office of the Coast & Geodetic Survey, and the Seattle district office at 705 Federal Office Bldg., at 50c per copy.

Astoria Yacht Club

Wesley Shaner, Jr., was named commodore of the Astoria Yacht Club, Astoria, Oregon, to succeed Cliff May. Al Downs is the new vice commodore; Ted Springer, rear commodore. A. H. Oja was re-elected secretary-treasurer.

Portage Bay Moorage Recommended by City Planning Commission

NEED for more mooring space for pleasure boats in the Portage Bay area in Seattle has been found as a result of an intensive survey by the City of Seattle Planning Commission, according to a report to be released December 8.

Recommended is a thorough cost survey, including detailed engineering investigation of a municipal moorage site near Montlake, estimates of land acquisition costs and estimates of mooring revenues. The moorage would be designed to accommodate power cruisers primarily.

The 56-page study covered an exhaustive investigation of pleasure craft in the Seattle area. It was found that numbered boats per thousand inhabitants in the Seattle boating district rose from 6.7 in 1937 to 17.1 in 1950. Seattle is the leading metropolitan boating area in the U. S. in this respect.

Of the 9,046 registered pleasure boats in the Seattle metropolitan areas in March, 1950, more than half were under 16 feet in length, and about 1,300 boats were 26 feet in length or more. The average boat was 12 years old.

Of the 6,926 pleasure boats owned by residents of the city, 3,170 belonged to persons living in the Capitol Hill and University-Laurelhurst areas.

Capacity of Seattle moorage in June, 1950, was 3,915 boats, of which 1,047 were concentrated in Portage Bay.

Of the 382 pleasure boats without engines, in the surveyed moorages, 320 were moored in Lake Washington. One-fifth of all moorages were thought to be in poor structural condition.

More than half of the pleasure boats using municipal, commercial and yacht club moorages were at least 26 feet long. Only one-twelfth were under 16 feet long.

It was estimated by the planning commission that total pleasure boat moorage capacity should be raised to almost 4,900 by 1960 and 5,700 by 1970. Moorages with space for 806 boats were thought to be badly located at the present time.

This study, "Seattle Pleasure Boat Moorage," is available to interested persons at the planning commission's new office at 503 County-City Building, Seattle.

Fifty Years Later--

"Tales of the Fish Patrol"

**Armed with eyes that
see in the night,
California's fleet of
21 boats keep constant
watch for fish and
game pirates.**

WHEN Jack London, world famous California author, wrote his book of short stories "Tales of the Fish Patrol," little did he dream that the Bureau of Patrol, California Division of Fish and Game would have, some 50 years later, a navy of its own, ranging in size from 19-foot runabouts to an 83-footer.

For London, the author of such classics as "Call of the Wild," was fascinated by the work of the bureau of patrol around the turn of the century and is said to have been an assistant warden at one time. Much effort was spent by the fish wardens in those days apprehending oyster pirates who silently sailed up to oyster beds in San Francisco bay during the night, loaded their fast sailing vessels with bivalves, and glided away, only to appear next morning to peddle their haul to restaurants and markets at considerably under the regular market price.

The "navy" in which London was an apprentice seaman, so to speak, still has the same purpose as in the late 90's—the enforcement of fish and game laws.

It was in 1870, just 22 years after the discovery of gold in California, that public spirited men decided something should be done regarding aquatic life in the states' waters, and so the board of Fish Commissioners was formed. This was the forerunner

of the Fish and Game Commission of today, under which the Division of Fish and Game and its various bureaus, including the bureau of patrol, function.

The Board of Fish Commissioners was largely concerned with the planting and propagation of fish. The catching of fish and game law violators came along later, as the state grew, and passage of fish and game laws became necessary.

Search of the records of the Division of Fish and Game shows that one of the first power boats used by the Fish Commission was the *Hustler*, Capt. Henry Rowson, which patrolled the delta of the Sacramento-San Joaquin Rivers in 1893. In 1910 came the *Quinnat*—*Quinnat* being an Indian word for King Salmon—she was a raised-deck type cruiser. Then in 1918 there was the 60-foot *Albacore*—a forerunner of the big 83-footer of the same name that the bureau of patrol has today.

Flagship of the Bureau of Patrol's fleet is the *Albacore*, an 83-foot ves-

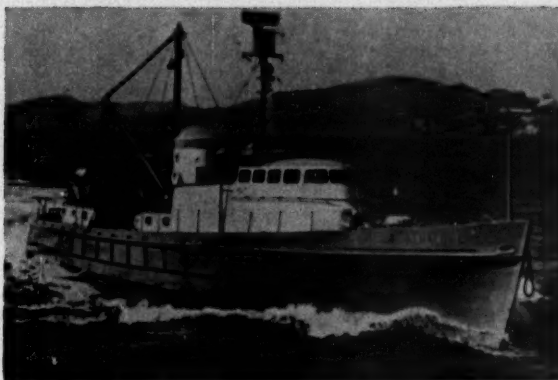
sel taken over from the Coast Guard at the end of the war. *Albacore* is powered with twin 500-hp GM diesel engines, has a GE radar, Submarine Signal Fathometer, and accommodates six men. She is under the command of Capt. Ralph Dale, Master of Fisheries Vessel. *Albacore* cruises from Morro Bay to the Oregon line. She is based at the Madden & Lewis Company, Sausalito.

The bureau has three former air-sea rescue boats—63-footers each—powered with twin 630-hp Hall-Scott Defenders. They have top speeds of 33 knots. They also are radar equipped and have four men in the crew. Skippers are Warden Boat Captains Lars J. Weseth, *Bluefin*; Niles J. Millen, *Marlin*; and Ken Hooker, *Bonito*.

The *Marlin* and *Bluefin* are based at Terminal Island, and they patrol from Morro Bay to the Mexican line. *Bonito* will be based at San Francisco Bay and she'll patrol from Morro Bay to Fort Bragg.

Then there's the 45-foot *Tuna*, a water taxi type of boat, powered with two 250-hp Hall Scott Invaders. She is based in Monterey, and patrols Monterey Bay. There's a second *Quinnat*. She's a Steelbilt cruiser, 28 feet long, built by Steelbilt Cruisers, Oakland, and powered with two Chrysler Crowns. She's stationed at San Diego and patrols up the coast as far as Oceanside with two in her crew.

The Sacramento-San Joaquin Delta



The 83-foot California Division of Fish & Game patrol boat, *Albacore*, comes home to San Francisco Bay after a patrol to the Oregon border.



This steel-hulled patrol boat, the *Quinnat*, a 28-footer, was built by Steelbilt Cruisers, Oakland.



Capt. Charles Sibek, bureau of marine patrol, hails from the *Bass*, 23-foot Chris-Craft express cruiser.

rates three fast patrol boats. The *Bass* is a 23-foot Chris-Craft Express purchased from the John G. Rapp Co., San Francisco. The *Bass* is stationed at Sacramento, and patrols down the Delta as far as Antioch. The *Rainbow* is another 23-foot Chris-Craft Express cruiser purchased from the John G. Rapp Co. She is stationed at Stockton, and also works west through the Delta region.

The third patrol boat for the Delta is the *Minnow*, a 22-foot Chris-Craft Sportsman, powered with a 130-hp Chris-Craft engine. She works out of Stockton, down to Suisun Bay. *Rainbow* and *Bass* are also powered with 130-hp Chris-Craft engines. At San Pedro is another Chris-Craft Express cruiser, powered with a Chrysler Royal, used as a utility boat in the Los Angeles Harbor area. She's the *Grunion*.

The *Silver Side* is a 21-foot Cor-rect-Craft, powered with a 130-hp Graymarine engine, stationed at Eureka, and used to patrol Humboldt Bay. Then on Lake Crowley, Clear Lake, and at Havasu, on the Colorado River, are small runabouts.

Let's follow some of the patrol boats and watch the wardens at their work. Take the *Grunion* for example. She leaves Los Angeles Harbor around 6 p.m., and while one warden operates the boat, the other warden will start boarding fishing boats—as many as 11 in a night. He'll check the fishermen to see if they have commercial fishing licenses. He takes a good look in the hold if the craft is a purse seiner to see that there are no lobsters or sea bass aboard. If it's a lobster boat he'll check to see if the lobsters are of legal size.

On the Delta—that maze of waterways where even an experienced boatman can get lost—wardens have game violations to look for. For here is one of the great duck shooting grounds of the state. The wardens must look here for set lines, illegal nets, and illegal trapping.

One form of violation that is quite

prevalent is in southern California—purse seining in closed areas. Here radar enters the picture. One night the *Marlin* and *Bluefin*, both equipped with radar, spotted on their scopes purse seiners fishing illegally in Santa Monica Bay. Five boats were picked up that night.

One record haul was made in southern California waters by Warden Carmi Savage, skipper of the *Tuna*, when he arrested masters and crews of five purse seiners for fishing in closed waters near Catalina. The nets were confiscated, fish boat skippers and crews were fined, and the net income to the state was about \$35,000.

States T. W. Schilling, assistant chief, Bureau of Patrol, in charge of the marine patrol: "No marine wardens have to my knowledge been killed by violators, while on marine patrol, but they do have some excit-

ing times. For example, years ago in Pt. Reyes, Wardens Erol Greenleaf and Lars Weseth, and another warden boarded a fish boat skippered by a hot-tempered Finn. When the fisherman saw the wardens, he announced that he would blow their heads off, and rushed down to the cabin to get his rifle. Greenleaf jumped back on the fish patrol boat, and grabbed a shotgun, training it on the companionway of the fish boat. The wardens waited tensely for an hour, but the fisherman didn't erupt as he promised. Finally he sheepish-gave up, minus rifle.

"Fish and game patrolling is a 24-hour-a-day job," says Schilling. "Our wardens are highly individualistic. We pick good men, and let them work out their own methods of tracking down and arresting violators. We try to use psychology in making arrests. For example, instead of coming blustering aboard a boat, shouting imprecations, our wardens approach calmly, and give the violator a chance to get his breath."

Schilling, a veteran of 20 years or more with the bureau, spent many years at sea. Another veteran is Lars Weseth, skipper of the *Bluefin*, who has spent more than 20 years with the marine activities of the bureau. George Smalley, another warden, has been associated with marine work for more than 30 years.

Excursion Boat Busy on Russian River



The *River Queen*

WHEN a vacationer goes to California's noted Russian River resort country he may take an excursion on the *River Queen*, which has carried as high as 11,000 passengers a year.

River Queen was built by Baycraft Boats, Ltd., Oakland, California, in 1948 for Carl L. Thomas, who saw an opportunity for a passenger service on the Russian River.

River Queen is 26 feet 4 inches long, with a beam of 8 feet, 6 inches. She draws 27 inches. Her power plant is a 73-hp Graymarine engine purchased from the Thomson Machine Works, San Francisco. She has a 13 by 8 inch Johnson propeller, turning on a Tobin bronze shaft

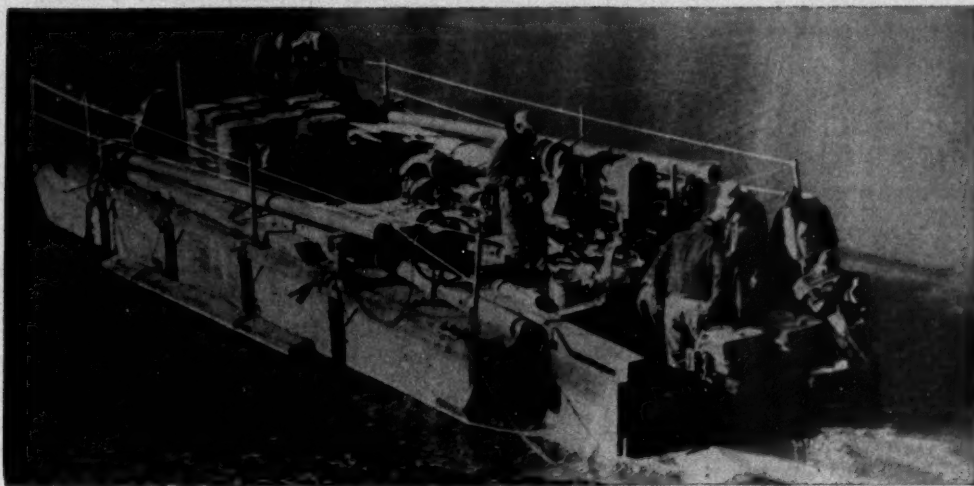
in a Goodrich Cutless bearing. For her moonlight cruises she is fitted with a Half Mile Ray spotlight.

She can make 17 miles per hour at 3,000 rpm, but due to the speed limits on the river her speed is held to 4 mph while passing bathing beaches and 8 miles in the open. Thomas uses Standard Oil Company gas and lube oils exclusively.

The *River Queen* carries 30 adults, or 15 adults and 20 children.

During the day she makes six regular six mile round trips, making stops at Guerneville, East Guerneville, Guerneville Park, Vacation Beach, and Russian River Heights. Her moonlight cruises along the Russian River are very popular.

Hell's Canyon Barge Moved by Outboards



Three big Evinrude outboard engines were mounted on the stern of the government barge for a wild two-mile run down the Snake River. —Walt Rubey photo.

HOW the Government's 40,000-pound drill barge was run down torrential Steamboat Rapid last week to the Hell's Canyon dam site at Deep Creek is told by Blaine Stubblefield, who rode the ponderous craft as pilot last fall.

The 30 by 14-foot steel vessel had stood beached for several years a quarter-mile above Red Lodge mine, 17 miles below Homestead, Oregon, where Army Engineers had test-drilled a previous site. When the Bureau of Reclamation awarded the Deep Creek core drill test job to Jeffries Brothers, of Richmond, California, they broached the barge-moving problem to Stubblefield, whose cruiser *Chief Joseph* recently became the first passenger vessel ever to run Hell's Canyon.

Reclamation bid specifications had required that the \$10,000 barge be let down river under control on shore lines and winches. Some engineers estimated this method would take two to four weeks, and one contractor is said to have asked \$15,000 for the job. Jeffries and Reclamation men decided to accept the risk and authorize the free run.

A heavy wooden frame was built on the stern and three big Evinrude outboard motors totaling 135 hp were mounted on it. Engine owners George Petty and Norman Warren, both veteran boat sportsmen of Weiser, stood in the improvised pit and steered, watching Stubblefield who stood on the deck giving navigation signals.

Loaded with drill machinery, drummed gasoline, cement, timbers and winches, the barge drew about three feet of water. Besides, it is made in ten separate compartments, with interstitial spaces, and is hard to steer.

The contractor said that he sub-contracted with Stubblefield to make the 18-minute slide for \$1,000. After a mile and a half in quiet water, the ponderous barge plunged into the half-mile Steamboat spill, which runs like a mill-race and is the longest and crookedest in the Snake River.

"We scanned the course for hours," Stubblefield said, "climbing precipitous rims and studying the current action. The ground crew of Jeffries' and Reclamation men stationed themselves along the course with walkie-talkie phones.

"We hit the first falls dead center, but as we raced into the mid-way eddy, one motor took foam into its cooling system and had to be stopped and the other two cavitated ineffectually in the aerated water. So we drifted and hung up on a rock—which we had planned carefully to miss. The ground crew winched us off and we rode an outboard boat in darkness up the canyon to camp.

Next morning we went back to the barge. Warren and Petty said they believed the propellers still were not low enough. So the Jeffries brothers cut the transom down five inches. The difference was apparent at once. The engines' thrust was much

greater, and the cooling water ran free. The engines had been down below the cavitation plates before, but there was something about our cockpit floor, plus the flow under the barge, that aerated the water.

Again, about noon, came the walkie-talkie signal. I cut the stern line, and our deck man hauled in a hundred feet of bowline with amazing speed. The barge moved out slowly, and in a minute we were in the fast water of the horseshoe bend. I made no signals, because the boys could see in this turn, and it was up to them not to turn too much and lose headway and warp around. We went in closer and closer to the rock wall, and I felt that the backwash from it kept us off. We passed the rock bend, about six or eight feet off.

I still felt that the craft was too ponderous for assurance of control in fast water. But the horseshoe bend I had figured as our worst problem, and once through, I felt we had success at hand.

But at once it became apparent we were not getting over into the channel, now right. I signaled hard right continuously, thinking it would be better to risk swinging and lose headway than to chance piling up on the big rock. I saw we couldn't make it, and began motioning and yelling for left turn. Warren, on the right engine, jumped up on deck to see what was happening and he saw we were heading for the rock, and turned left. Petty couldn't add up the confusion for a moment.

I think he thought I had gone crazy. Then he also put left. We went over left very slowly.

I hoped we could float in the shallow riffle at left, but it was no surprise when the ponderous steel barge lifted on a boulder. Then another, and another. It made a noise like a boiler factory. But the rocks were round and smooth. We ran on them about 200 yards. Part of them were rolling. None was jagged. There was no rasping or tearing. I was not afraid of damage, but I thought we might hang on a rock and have to stay on the barge overnight waiting rescue. Still worse, we would spoil the adventurous enterprise. Petty and Warren said later they were afraid the stern would drop off a boulder and tear an engine off, but I didn't think so. We never touched a prop.

Then we bent over into our plotted channel, so slow that I was in

misery. The big rock or shore head, was square in front of us for more than a minute. By that time we were going very fast, perhaps 25 miles per hour. The channel is narrow, deep, and the swells are big. The barge did not pitch much or throw any spray. It seemed to be about the right length to ride level. We passed the jutting rock awfully close—hard to guess—I think not more than 5 or 6 feet.

We made a perfect left turn and approach to our mooring point. My deck hand had his huge wrought iron snaffle hook ready to grab the highline, but we never got in 200 feet of it. Mr. Jeffries and his brother were waiting for us, in a rowboat with a 16-hp engine, ready with a line. But we put our first line ashore.

"We had used up all of our nerve—and all of our luck, and everybody began to laugh."

New San Francisco Lightship

THE new U. S. Coast Guard Lightship 612, the San Francisco, arrived in San Francisco in early December after traveling 5,400 miles to reach its station off the Golden Gate.

Commissioned at the Coast Guard Yard, Curtis Bay, Maryland, on September 18, the San Francisco is 128 feet in length. She has a 30-foot beam, 10-foot draft, and a mast 50 feet above the deck which carries a 13,000 candlepower lantern that throws a light beam 14 miles to sea.

Its four model 6-71 G. M. Detroit diesel, 6-cylinder engines are mounted in a quad package and will drive a single propeller shaft, 530 rated continuous horsepower at 275

propeller shaft revolutions per minute. Speed is approximately nine knots. The lightship's water tanks top off at 12,000 gallons while her fuel tanks carry 47,000 gallons of diesel fuel—enough to travel around the world without refueling.

The present San Francisco Lightship, No. 83, was built at a cost of \$90,000 in 1904 in Camden, N. J., arrived in San Francisco on June 4, 1905, after completing a 110-day trip around Cape Horn.

Now, after 45 years service off the California coast, the 668-ton vessel will be sent to the 13th Coast Guard district with headquarters at Seattle where she will act as a relief lightship for the Columbia River, Umatilla and Swiftsure lightships.



Built on the Atlantic coast, the new San Francisco lightship was brought to her home port by 26 enlisted men and three officers after a 5,400-mile trip via the Panama Canal.

Wakefield Succeeds Chambers at Edison Technical School



James Chambers, Seattle boatbuilding instructor, retires.

EARLE Wakefield has succeeded James Chambers as teacher of the boatbuilding course of the Edison Technical school. Chambers, who retired November 1, has taught several hundred Northwest men the boatbuilding trade and built, with his students, 27 boats since he opened the course in 1937.

Chambers, who learned the boatbuilding trade in Scotland, came to Seattle more than 40 years ago. He worked for various northwest boat builders before turning to teaching. A son, James, Jr., is president of the Chambers & Franck Boat Company, Seattle.

The boatbuilding course offered is one of the very few of its type in the country. It is open to persons 16 years or older and is normally a two-year course or up to the point of employment. Graduates go out on apprenticeship to Northwest boat builders.

Since the school opened, Chambers' students have built 27 pleasure boats, 12 of which were from 30 to 42 feet. The boats are sold by the Seattle school board on bids. At the time of his retirement he was working on a 40-foot troller, the first commercial boat undertaken by the school.

Wakefield, his 32-year-old successor, was in the first class Chambers taught. Wakefield recently sold his business, the Admiral Marine Works, to enter teaching.

Capitol City Yacht Club

Victor W. Griffin has been elected commodore of the Capitol City Yacht Club in Victoria, B. C. M. Clair Watts is vice-commodore; Percy Pitt rear commodore and Louis Glazan fleet captain.

Depoe Bay Gets Its Face Lifted, Bottom Lowered

by Lee Crawford

FIRST boats entered the remodeled port of Depoe Bay on November 9, 1950, although construction work had not been completed. The harbor was entirely closed for the entire summer of 1950 by a dam across the entrance. The port has now undergone a dredging operation by the United States Army Engineers, through a contract with the Kuckenberg Construction Company, contractors, and considerable improvement has also been made by the Port of Newport Commission.

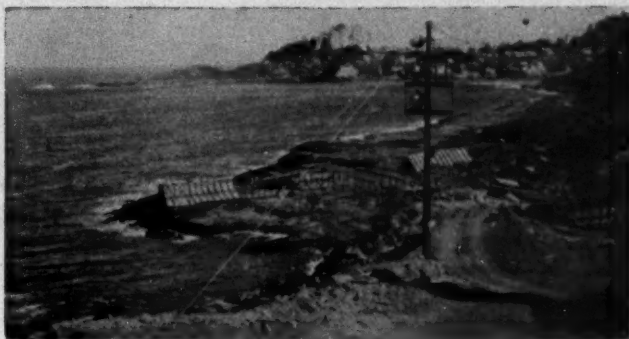
The improved port is hailed with considerable enthusiasm by the residents of the Depoe Bay area, according to Alan C. Loudon, secretary of the Chamber of Commerce, who says: "We certainly expect this improvement to increase the number of boats using the port for both commercial and sport fishing, and that will bring a corresponding increase of business in Depoe Bay."

The improved port now has an entrance channel with a minimum width of 30 feet and a minimum depth of 8 feet. The entrance is protected by a sea wall on the north side.

Inside, the basin is now 750 feet in length with an average width of 375 feet. A minimum depth of 8 feet is maintained through the entire basin at mean low water.

For additional protection a 660-foot face sea wall has been constructed along the east side of the basin while a 90-foot wing has been built on the north end and an additional 50-foot wing on the south end. These walls all extend 13 feet above mean low water.

Contrasting this with the former situation of practically the entire basin being dry on a low tide, and



Depoe Bay entrance with new breakwaters under construction.

with not enough water in the channel to give access to any craft bigger than a skiff, Stanley Allyn, of the Tradewind Trollers, says: "This improvement has converted a shallow water summer port with its limited operations to a year-round, deep water port. This will greatly aid our operations."

The Tradewind Trollers, engaged for the last several years in accommodating sport fishermen, have added 140 feet of dock to their former 120 feet of dock space, and have committed a total of ten boats, all sport cruisers, to their Depoe Bay operations. They will also continue their operation at Newport which they commenced when the Depoe Bay construction closed that port, and will maintain an additional five boats at that location.

This operation, according to Mr. Allyn, will be the biggest of its kind anywhere in the country and he feels that Tradewind Trollers have been able to develop something in Oregon that no other state has.

Pacific Trollers will return to the port of Depoe Bay this coming spring, and will add an additional five boats to the sport fishing business. At present this firm is operating in California and will remain there through the winter, according to its spokesman, E. C. Perry.

The entire sport fishing operation, as well as the United States Coast Guard, will maintain their own facilities in the north end of the basin.

Facilities for the commercial fishermen and the owners of sports cruisers will be maintained by the Port of Newport Commission along the east side and in the south end of the basin. These will consist of several finger piers or floats 120 feet in length with appropriate means of access made available.

The Columbia River Packers Association, the New England Fish Company of Oregon, and the Yaquina Bay Fish Company will all reopen their former facilities at the port and all types of fishery products and ice will be available through the fishing season.

Several smaller independent operators are also expecting to maintain limited facilities through the summer season.

The General Petroleum, Standard Oil and Texaco Oil companies will also maintain standard port facilities.

The port of Depoe Bay comes under the jurisdiction of the Port of Newport Commission.

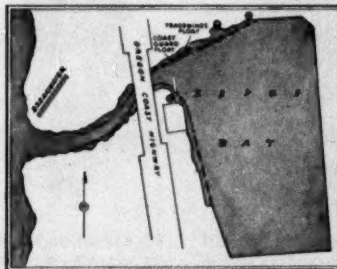
Matters of port facilities, access roads and similar problems arising in connection with the port improvements have been under its jurisdiction while the dredging and the construction of sea walls and similar matters has been under the jurisdiction of the United States Army Engineers.

Legend indicates that the port was named after Chief DePoe, an early Indian chieftain. Historically, this has some foundation in fact.

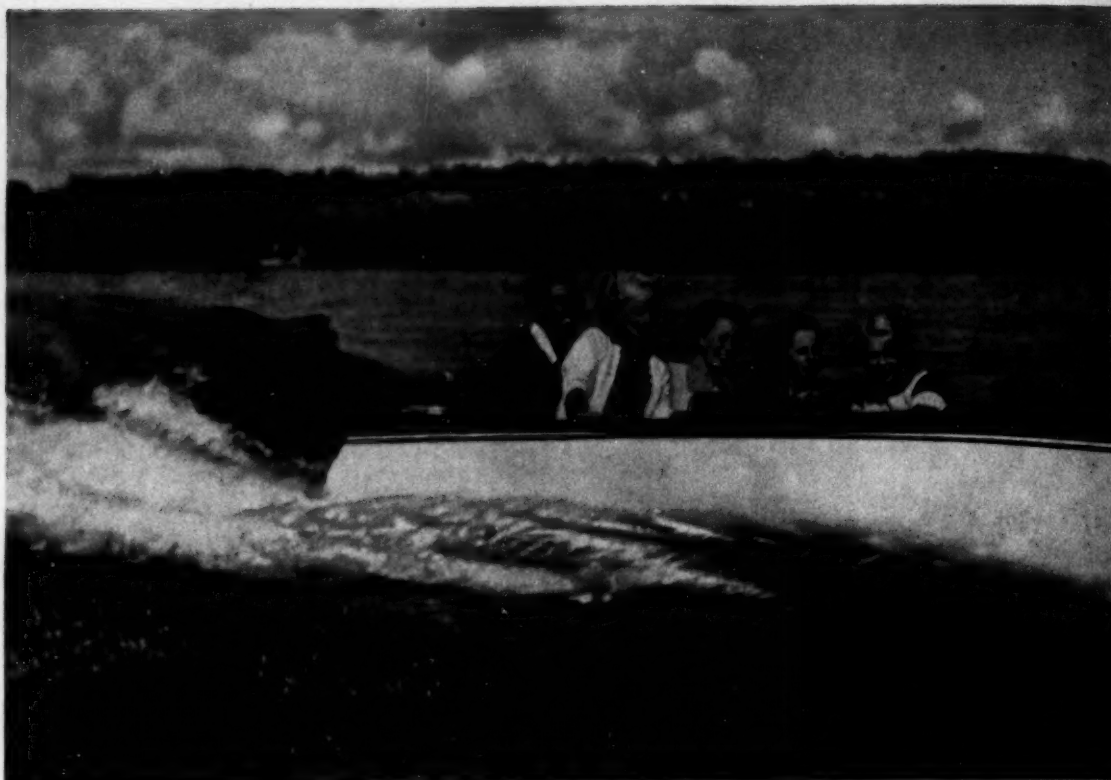
In 1894, a trust patent to a tract that included the southerly part of the port was issued to William DePoe and a similar patent that included the northerly portion of the port was issued to Matilda DePoe, his wife.

Apparently, William DePoe was actually a Siletz Indian, and got his name for service rendered to the Government supply depot located in the Siletz territory, although he was also known at times as "Old Charley."

In 1919 an unrestricted patent was issued to the heirs of William and



The new dredged harbor of Depoe Bay. Symbols show the probable location of gasoline stations: S, Standard Oil; T, Texaco, and G, General Petroleum.



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"SUPER 5" 5 H.P. ALTERNATE TWIN

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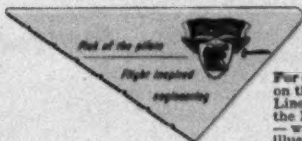
NEW! Synchronized spark and throttle with Twist Grip control and longer steering handle.

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*Ball and Roller Bearings Throughout

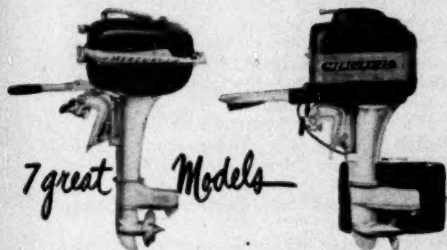


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THUNDERBOLT 25 H.P.

The first and only 4-in-line alternate firing outboard. Still years ahead of any big outboard ever built—proved in rugged competition on waterways all over the world. Powers heavy cruisers at 25 m.p.h.—runs about as better than 45 m.p.h.—yet trolls like a fishing motor.



Matilda DePoe and from here the tract passed through several conveyances until it was secured by the Sunset Development Company, who finally developed the locality.

A special feature of the port is a Memorial Day service, "The Fleet of Flowers," held annually in honor of men who have lost their lives at sea. This is sponsored by the United States Coast Guard Auxiliary, Flotilla 78, which has been organized at Depoe Bay for several years, and has been reactivated with the reopening of the port.

Schools of Chinook and Silverside salmon are the principal quarry of both the commercial fishermen and the sport anglers that operate from Depoe Bay. This run starts in the spring and continues until late fall, as the fish school up along the Oregon coast preparatory to entering the streams to spawn.

To a lesser extent the Albacore tuna are at times taken by both the commercial and sport fishermen, especially when the Albacore are running not too far from the coast and weather conditions make the longer run out to sea practical.

Commercial crabbing is likewise carried on to a certain extent during the commercial open season.

The bottom fish, including halibut, sole, ling cod, red snapper and soup fin shark, are taken by both the commercial and sport fishermen, although these are more generally sought by the commercial boats since they are not too well adapted to sport fishing.

A grouper, averaging about three pounds in weight and locally called a "sea bass" or "rock cod" also features in the catches of both the commercial and sport fishermen, as well as an occasional blue shark and many other less well known varieties.

Active fishing is now carried on when weather permits during the entire year.

Greatly increased activity in the port can be expected this coming spring and summer when an increased fleet of sport and commercial boats start its next season from Depoe Bay.

Everett Yacht Club

Arnold Zempel has been elected commodore of the Everett Yacht Club, Everett, Washington. Named to serve with him during the ensuing year were Dr. James Frits, vice commodore; Dave Gregory, rear commodore; Bill Burch, secretary; Walter Precht, treasurer, and Dr. Edwin Chase, trustee.

Portland Yachtsmen Busy This Winter

PORTLAND Yacht Club was forced to shelve plans for a new clubhouse by the recent ruling against non-essential construction. Several sets of tentative plans had been drawn and one set once was adopted, then turned back for revision. The stop-order, from Uncle Sam, postponed building indefinitely.

The club's present home is 39 years old, the main body of it having been erected in 1911 on pilings where the Ross Island bridge now stands. It was on a float for several years after it was moved to its present moorage on the Columbia River, and for 20 years it has stood on the bank. It was enlarged and modernized in 1931.

Two other Portland boating groups also have permanent homes on the Columbia River now. Columbia River Yacht Club has a quarter-mile-long moorage in front of Alderwood Country Club, with 70 boathouses, and a floating clubhouse. Rose City Yacht Club moved into a smaller but handy moorage, newly-built during the last year, just downstream from CRYC. This club uses a former tugboat hull for a clubhouse and has a resident caretaker.

New in Portland's pleasure fleet is Morris Jones' 50-foot cruiser *Momona*, built by Stephens Brothers, Stockton, Calif., and launched there in November. It is powered by a pair of 200-hp General Motors diesels, and has tanks for 600 gallons of fuel oil and 225 gallons of fresh water. It has an oil burning galley range, electric refrigerator, three cabins and six berths, and two heads. The owner planned extensive cruising in Southern California and Mexican coastal waters before he brings the boat to the Pacific Northwest next summer. Jones formerly had a 40-foot Mathews cruiser, also named *Momona*, which he sold through Lee McCuddy's Columbia Marina when he ordered the new boat through the same agency.

Other recent boat ownership changes in Portland include the sale of the 40-foot fishing cruiser *Venture* by Lee McCuddy to Gard Safley, Portland, for operation as a charter boat, and the purchase by McCuddy of the 28-foot cutter *Altair* from Henry Siemens; sale of a 33-foot Chris Craft, the *Lady Vee*, by Horace Williams, Portland, to C. D. Ray, Eugene; sale of the 34-foot cruiser *Tyee* by Ken and Greta Loucks to Tommy Luke, Portland

florist; purchase by Richard Beggs, Portland, of a 25-foot double-ended sloop in Seattle.

Cliff Andrus, a director of Columbia River Yacht Club, has opened Cliff's Marine Service at Gault's Boat Harbor, in North Portland. Andrus also operates Gault's marine railway, with a capacity for boats weighing 25 tons and up to 60 feet long. Dewey Gault is progressing with the construction of a 60-foot diesel-powered motor sailer in his own shop.

In preparation for the 1951 season, the coast guard auxiliary flotillas in Portland inspected their own member boats during November and December, and started making courtesy inspections of non-member craft. The CGA has an air arm in Portland, a flotilla having been formed by 14 pilots with 11 airplanes, to supplement the operations of the river-runners. Jerry Wildman, who skippered a CGA boat during the last war, is commander of the new group.

Portland Power Squadron has five classes instructing 200 pupils during the autumn months and closed work in one of them, elementary piloting, in December. Other classes, which were scheduled to continue through the winter, were in advanced piloting, junior navigation, seamanship and weather. The principal instructors were William P. Ellis, chairman of the local board of admissions; Andy Kullberg, K. A. Breekes, Maurice McIlveen, George Risley and Mrs. Dorothy Craven. Ronald J. Honeyman was chairman of the advanced grades, succeeding Cy Young. —Larry Barber.

Royal Victoria Yacht Club

Hubert A. Wallace, vice-president and managing director of Yarrows, Ltd., Esquimalt, B. C., has been elected commodore of the Royal Victoria Yacht Club, succeeding Dr. R. J. Wride. He served last year as fleet captain.

E. N. Liersch is the new vice commodore. Major-General C. R. Stein and M. Dunn are fleet captains; Major J. E. Mathews, staff captain, and Herbert Gann, treasurer.

Dr. Wride has been named fleet surgeon and Archdeacon A. E. del Nunns fleet chaplain.

Elected to the executive committee were E. P. Ashe, J. M. Green, Kenneth Crabtree, W. C. Caldwell, Humphrey Golby, R. V. James, P. F. Fearn and H. J. Barnes.

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NCPCA Finishes Most Successful Year; Ray Hall of "Bobbie" Wins Top Honors



The 10 first place winners in the NCPCA over-all for 1950, with their plaques and trophies: (From left to right, not in the order in which they placed) Malcolm Storm, Oakland Yacht Club; Ed Sugarman, Sausalito Cruising Club; Ed Hopkins, Oakland Yacht Club; Max Kniesche Sr. and his son, Max Kniesche, Jr., St. Francis Yacht Club; Ray Hall, Sausalito Cruising Club; M. B. Holeman, South Bay Yacht Club; Bob Hoeckele, Sausalito Cruising Club; Ernie Mills, Palo Alto Yacht Club; Rugens Holzkamp, Sausalito Cruising Club; Dick Engler, South Bay Yacht Club.

THE best season yet!" That's the way Commodore Harold A. "Dutch" Schaefer, Northern California Power Cruiser Association, praised the 1950 over-the-bottom racing season at the annual banquet held in San Francisco last month. Attending were 160 power boat men and crews.

In reviewing the season Commodore Schaefer paid high tribute to Marvin E. Cardoza, race manager, and to the crew of checkers who served faithfully and well.

"NCPCA has had its biggest year," Commodore Schaefer told the throng. "There were 128 different cruisers entered in the seven races during the season, and there was an average of 48 boats in each race.

"All races were held on a Saturday, except the Sacramento River race, and there was a party at the end of each race. This served to get skippers and crews acquainted with each other, and added much to the fun of racing.

"The new handicap system created closer competition and gave the slower boats a chance to become an overall winner. For example, this year's champ, the *Bobbie*, is a Class C boat.

"Another innovation making for improvement of the sport was the regulation allowing competitors to pick their best five out of seven races in computing their total points. This kept competition keen until the final race. In fact it wasn't until the Golden Gate race, the last one of the season, that we knew who the over-all champ would be. This keeps interest and entries up in all races during the season."

After a few brief remarks Com-

modore Schaefer proceeded to announce the over-all winners for the season, award the trophies, and announce the new officers for 1951.

Over-all winner was one of the early members of the NCPCA—Ray Hall, skipper of the well-known *Bobbie*, and a member of the Sausalito Cruising Club, who came in with 3451 points to cop the beautiful Atlas Imperial Diesel Engine perpetual trophy.

Second over-all winner was Max Kniesche, Sr., and his son, Max Jr., owners of the *Almaz II*, members of the St. Francis Yacht Club, with 3240 points. Their perpetual trophy was donated by Atlas, Enterprise Engine & Foundry Co. and the Washington Iron Works.

Winner of third place over-all was M. B. Holeman, member of the South Bay Yacht Club, and skipper of the *Nam-El-Oh*. He came in with 3145 points to win the perpetual trophy donated by the same firms as the second over-all trophy.

Holeman will be a tough contender for over-all first place winner next year, as he was second place over-all winner in 1949.

All trophies were supplied by Van Wormer & Rodriguez, San Francisco.

Other over-all winners were: Malcolm Storm, *Manu-Kai*, Oakland Yacht Club, 3007; R. Holzkamp, *Blue Heaven*, Sausalito Cruising Club, 2994; Dick Engler, *Hiltot II*, 2952; Ernie Mills, *Seven Bells*, Palo Alto Yacht Club, 2933; Ed Sugarman, *Jimex II*, Sausalito Cruising Club, 2903; Bob Hoeckele, *Lelabob II*, Sausalito Cruising Club, 2854; E. J. Hopkins, *Hop Hi*, Oakland Yacht Club, 2730; Bill Heaney, *Lavilla H.*, Corinthian Yacht Club, 2726; Harold

Johnson, *Spindrift*, Sausalito Cruising Club, 2709; Max Koch, *Junemna*, Golden Gate Yacht Club, 2673; Dr. J. Tocchini, *Marita II*, San Rafael Yacht Club, 2506; Harry Baruch, *Mary Kay*, Pt. San Pablo Yacht Club, 2466; R. G. "Dan" Boone, *Sarah Ann*, Pt. San Pablo Yacht Club, 2448; L. C. McKissick, *Mirk II*, Oakland Yacht Club, 2374; Arvid Norman, *Extravagance*, St. Francis Yacht Club, 2370; George Johnston, *Bonnie Alice*, Richmond Yacht Club, 2344; Leslie Peter, *Impulse*, Sausalito Cruising Club, 2203.

Last order of business at the annual banquet was the introduction of the new officers who will guide the NCPCA through 1951. They are: E. J. Hopkins, Oakland Yacht Club, commodore; R. G. "Dan" Boone, Pt. San Pablo Yacht Club, vice-commodore; Bill Muggenthaler, Golden Gate Yacht Club, rear-commodore; Paul Tracy, Sausalito Cruising Club, secretary; and Harold Johnson, Sausalito Cruising Club, treasurer. Marvin Cardoza was reappointed race manager.

Yacht Basin for 400 Vessels Proposed by Vancouver Group

A syndicate headed by N. W. Hullah of N. W. Hullah Construction Co., West Vancouver, proposes to establish a yacht basin costing some \$1,500,000 at Fishermen's Cove on Vancouver's North Shore near Point Atkinson.

The Town Planning Commission has approved preliminary plans for the marina, which will comprise mooring facilities for at least 400 vessels, including 50 under cover, a public dining room, club lounge and apartments for boat owners, a shopping arcade, outdoor heated swimming pool and two 30-suite apartment houses on adjacent property.

West Vancouver Yacht Club is also planning to carry out some development at Fishermen's Cove, and a dredging program is proposed as part of the undertaking.

The new facilities will greatly enhance the area from the standpoint of the power boating and yachting community.

Burrard Yacht Club

Burrard Yacht Club, Vancouver, B. C., which will be the starting club for the International Cruiser Race in 1951, has announced its new officers. They are Ralph Maddison, commodore; Slim Williams, vice commodore; Ches. Littler, rear commodore; Norm. Wilby, fleet captain; King Bramall, secretary; Haddon Skelding, treasurer.

I. P. B. A. Delegates Set International Cruiser Race Dates

RULES and arrangements for the International Cruiser Race were decided December 9 when delegates of the International Power Boat Association met at the Queen City Yacht Club, President Frank Walters announced.

Sponsoring the start will be the Burrard Yacht Club of Vancouver, British Columbia. The boats will start from there July 28 and finish in Shilshole Bay, off Golden Gardens, Seattle. Host club will be the Queen City Yacht Club.

"This date was chosen to coincide with the start of the Seattle Sea Fair," Walters said. "This will enable the Canadian boats to get to Seattle in time to witness the time trials for the Gold Cup races and for the subsequent events of the Sea Fair. The Gold Cup race will be August 4."

Delegates meeting in Seattle January 27 will decide on the course and control points for the International Cruiser Race. The rules committee also will meet to make necessary revisions of the rules for the race.

Also sponsored by the I. P. B. A. will be the Alaska race, which will be run separately this year and earlier in the summer. Ray Hart, Jr., of the Bremerton Yacht Club, is chairman of this event.

"Now that the time for the International Cruiser Race has been set, we can go ahead with our planning on the Alaska race," Hart said. "This will now start about June 17 in order that all participating boats may reach Juneau by June 23 and return to Vancouver by July 27. The start will be at Bremerton and the finish at Juneau. At this date we have owners of 15 cruisers interested in the race."

Revival of this longest cruiser race in the world, which drew 12 entries in the 1949 event from Olympia, Washington, to Juneau, Alaska, should prove popular this year, Hart said. Rules of the 1951 race permit a more leisurely and interesting cruise north, even though skippers and observers will be required to keep strict logs.

It is expected that the lay-over time will be doubled over that of the previous Alaska race and possibly with lay-over time of 24 hours from Seattle to Prince Rupert and 16 hours from Prince Rupert to Juneau.

Because of extensive interest of Alaskans in this racing event, it has been suggested that a perpetual trophy be sponsored by the Territory of Alaska to be presented to the over-all winner of each event as it matures. The governor of Alaska and his lady are at this time invited to attend the ceremony and present the trophy.

Kitsilano Yacht Club

A. J. Hodson of Vancouver, B. C., is the new commodore of the Kitsilano Yacht Club, being elected for the 1950-51 season at a meeting in the clubhouse November 15. Vice Commodore is R. Kirkland and rear commodore, R. Trice. John Green is fleet captain; George Mason, honorary secretary; Dickson Shafer, honorary treasurer, and Don Shafer, honorary hydrographer.

Wiget Wins Three National Titles

Bud Wiget, Concord, California, outboard racer, won three national outboard championships at Lake Alfred, Florida, on October 29.

Despite a hard breeze and choppy water Wiget's craft won the Class F Hydroplane, C Service Runabout, and C Service Hydroplane titles and set a new world record of 47.67 mph in C Service Hydroplane.

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The deluxe passenger ferry *Shearwater*.

"Shearwater," A New Ferry for Lake Washington

IN the early morning of November 13 a new twin screw ferry, *Shearwater*, pulled into Seattle's Madison Park landing to discharge passengers from Kirkland on the east shore of Lake Washington. Crew and owners of the 65-foot vessel are Joe Boles and Lynn Campbell, operators of the Spring Street Water Taxi Company.

"From tie-up to tie-up we're making the run in 20 minutes," Boles said. "With a little experience we can probably beat this time. Our average speed underway is 12.45 knots. The *Leschi* made this run in 27 minutes. So we're able to give better service."

The *Shearwater* is now the only boat engaged in regularly-scheduled water transportation on Lake Washington and succeeds to a long tradition of lake transportation which was begun by a busy fleet of lake steamers at least 60 years ago. Relics of the age of steam dominated ferry transportation here until the car ferry *Leschi* made her last run on August 31 last year. She was originally built as a stern wheel steamer in 1913, later converted to diesel. Improved roads and the toll-free Lake Washington bridge put a whole fleet of steamers and converted steam boats out of business.

"The *Shearwater* is the newest and most modern of its type of boat now operating on the Pacific Coast," Boles said. "Before we had her built, we visited every major western port city to purchase the type of vessel we had in mind."

The *Shearwater* was originally built for the navy in 1944 and was last used for hauling ammunition at Port Townsend. Last year she was stripped to the bare hull and entirely rebuilt by the Chambers & Franck Boat Company, Inc., Seattle, and nothing was spared to afford her the most modern and comfortable equipment and fittings.

Her power plant is two GM 6-71 diesels, driving two 30 by 26-inch Olympic propellers through 2-to-1 reduction, with Goodrich Cutless strut and stern bearings.

Quick, positive controls for making landings and facilitating turnaround are provided by the Westinghouse air throttle and clutch controls. An Allen automatic pilot aids the skipper in making the stright-line, four-mile run. The *Shearwater* operates with a crew of two, the master and a deckhand.

Passenger accommodations are luxurious in contrast to those of the ferries and "Mosquito" boats that once operated on the lake. She can accommodate 184 passengers, 94 in the main salon and 27 in the after cabin on the main deck. Topside is a sun room with 18 seats, and during the summer time the lift rafts on the top deck will be replaced with thwartship seats for sightseers.

Individual seating is provided throughout by aluminum frame chairs, padded with foam rubber and upholstered with vinyl plastics. The cabin decks are floored with in-laid asphalt tile, installed by Fryer-Knowles, Seattle flooring firm.

For passenger comfort as well as convenience to the pilot, all windows are glazed with non-glare, heat-absorbing glass that cuts light transmission by 13 per cent.

An Intervox 100-watt radiotelephone and public address system has been installed. The purpose of the public address system is to provide passengers with music and to be used for making announcements during sight-seeing tours.

During the first three weeks of operation on the Seattle-Kirkland run, passenger revenues hadn't provided sufficient revenue to insure operation of this service indefinitely, Captain Boles said.

"We have found the commuters' habits have been hard to change,"

he reported. "If we are unable to obtain an increase in the number of passengers, we will be forced to forfeit our franchise, abandon our run, and look for a new location where fast, low-cost, comfortable water transportation is needed."

Laslovick Heads 13th USCGA

Andrew M. Laslovick of Seattle has been elected Commodore for the 13th Coast Guard District Auxiliary.

Lester O. Trabert, Seattle, former District Auxiliary Training Officer, was elected Vice Commodore for the Washington Area, and Ray D. Harting of Seattle was elected Training Officer.

In Portland, L. D. Winters retains his post as Vice Commodore for the Oregon Area.

Royal Vancouver Yacht Club

E. A. Towns, Vancouver fish meals and oil broker, and for many years interested in British Columbia waterfront activity, is the new commodore of the Royal Vancouver Yacht Club, succeeding Captain B. L. Johnson, shipping man. Vice Commodore is W. Clarke Gibson, logger and sawmill operator.

Rear commodore is E. D. Stone; fleet captain, J. G. Williamson; staff captain, R. W. R. Day; secretary, R. J. Bicknell; treasurer, H. J. Bird; measurer, Dr. R. E. Anderson; hydrographer, A. H. Jefferd. The committee is composed of A. S. Aitken, T. W. Ayres, C. J. Dill, G. Hazen, C. Phillips, Claude S. Thicke and R. H. R. Young.

Olympia Yacht Club

New officers of the Olympia Yacht Club, Olympia, Washington, are Frank E. Culp, Jr., commodore; C. E. Ostrand, vice commodore; K. M. Mandley, rear commodore; Chester Dawson, secretary; Horace Heath, chairman of house committee; John Burnett, fleet captain.



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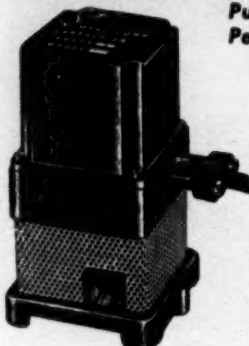
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On the Practical Side...

Sail Bin for Small Boats

Here is an idea for owners of small cruising sail boats, who are always in need of extra locker space. In the usual layout where the bunks in the forward cabin run into the eyes of the ship, a sail bin can be built over the forward end of the bunks.

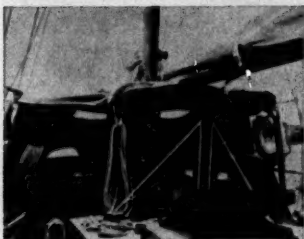
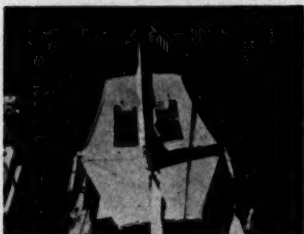
A removable shelf can be run from one side of the boat to the other, high enough to clear the bedding and the feet of the sleeper.

On our boat we have made this into a combination baby bunk and sail bin, and it also serves as a handy place to stow sleeping bags and other similar gear while cruising. By adding small doors, we found that this locker could be enclosed and made a more or less private berth for a youngster up to six years old.

As this space is also accessible from the forward hatch, we found it to be one of the handiest storage spaces aboard the boat.—H. M.

Awning With Plastic Windows

A yacht cockpit awning with clear, flexible plastic "windows" allows the man at the wheel to see fore and aft, to port and starboard and aloft while blocking out most foul weather. Panels made of tough, transparent Vinylite plastic sheeting inside and after curtains and top of the awning are highly resistant to wind and salt water as well as oil, grease,



Front and top views of cockpit awning with plastics top and side windows.—Bakelite photo.

and most chemicals. Their flexibility protects them against cracking when the awnings are folded for storage in fair weather. To suspend the long awning over the cockpit, galleys type boom rests were installed for both main and mizzen.

Marine Railway Carriage

Phil Hartog, marine designer, and partner in the Holland Boat Works, Burlingame, California, has designed and built a most practical carriage for the new marine railway at the yard.

The cradle is adjustable both to the beam of the boat and its length. It is made of channel iron, and any



This cradle is adjustable for beam and length.

size boat up to 10 tons can be handled in it. There are three adjustments for the beam of the boat, and the two pieces of channel iron, forming the frame of the carriage, telescope to give any length desired.—S. F. L.

Protection From Lightning

Lightning damage to boats can be avoided by placing a heavy copper wire from the mast of the boat to a metal object in contact to the water. This may be a centerboard or rudder or engine which has a metal contact with the water through the propeller shaft.

Short masts may be extended to give the necessary height by a piece of aluminum tubing.

It is suggested to ground the stern light as well as the mast if the mast is located well forward. This should give the boat complete protection.—J. M. W.

PMB readers are invited to send in their favorite nautical gadget ideas. If necessary to illustrate, sketches or photos should be submitted. Payment will be made upon publication.

Shipboard Scrapbooks

Although for many years I have been accumulating priceless gems of information on engine maintenance, gadgets, nautical wrinkles, and highly prized "local knowledge," I never had this at hand when it was most needed.

At the start of the last cruising season I bought myself a couple of inexpensive looseleaf binders. In one I filed and organized all my information on harbors, anchorages, and so forth—the much prized local knowledge that the pilot books speak of. In the other I keep articles on engine operation, speed data, reference lists for spare parts, clippings and so forth.

After a month of cruising in British Columbia waters this past summer, I found them immensely useful and were well worth the trouble to compile.—R. D. H.

Chain Your Outboard

Many outboard motors are needlessly lost overboard each boating season due to owners' carelessness. Motors occasionally slip out of grasp when attached or detached to a boat, and if not properly fastened to the stern, very often creep off when a boat is swung about suddenly.

Such losses can be easily prevented by securing the motor to the boat with a length of chain before it is attached, and left chained until detached.

Outfit a 1/2-inch link chain with harness snaps at each end. Slip the chain through the opening between the stern bracket and the lower unit of the motor, and through the space between a knee and the transom of the boat, and clip the snaps together.

Paint Pipe System

For positive identification of the piping system in a boat, I have found it to be of practical value to paint the pipes and tubing various colors. Red is for gasoline, green is for oil, white for fresh cold water, yellow for fresh hot water and gray for salt water.—T. R.

Among the Bread-Earners

with Scuttle Butt Pete

Old Timers Spin Salty Yarns . . .

WINDY yarns were spun when waterfront men and their wives gathered to honor old timers at the second annual old timers' banquet held November 19 in Seattle. Sponsor was the Puget Sound Marine Historical Society. After three years guiding the infant organization, Joe Williamson, the marine photographer, stepped down as president. He is succeeded by James A. Gibbs, Jr.

Capt. J. W. Leadbetter, old-time mariner in Alaskan waters who set up many of the early aids-to-navigation there, recalled that when he came to the territory there was not a lighthouse in Alaska. Peril Straits and Wrangell Narrows were only partly buoyed and there were few other aids and marks . . . "Masters in those days had to keep in mind thousands of miles of inland waters."

Captain Leadbetter's thrilling account of the wreck of the *City of Topeka* near Skagway in December, 1900, brought back memories to Chief E. L. Franks of Winslow, Bainbridge Island. Franks was the second assistant engineer on the ill-fated vessel and Capt. Leadbetter was quartermaster. . . . Franks was voted the oldest active old timer at the banquet. He will be 88 this month. He is the former owner and operator of the steamer *Florence K.*, running from the old pier 3 (now 54) and Winslow before cross-sound ferries were established. Later he was a chief engineer for Puget Sound Navigation Company. At present he is employed at the Winslow terminal

of the company . . . "I was a h'mmigrant boy from England. Landed with \$2.50 in my pocket," said Franks.

Runner-up to Franks was Peter Manson, Manson Construction Company, whose 87th birthday was in December. Manson still retains an active interest in his waterfront construction business.

Honors for being the oldest old timer on Seattle's waterfront went to Capt. Eugene Thurlow, who is 91. Captain Thurlow also took the honor of being the earliest waterfront worker present, having his first waterfront job in Seattle in 1871. In 1881 he was pilot on the old *Beaver*.

Commndr. Ken Ayers acted as master of ceremonies, called the meeting to order with the jingle bell of the *Richard Holyoke*, one of the first tugs to be built on Puget Sound . . .

Some 250 old timers and young old timers gathered to renew old acquaintance, and a complete roster would include a "Who's Who" on the Puget Sound waterfronts . . .

Pikepole pushers included such old hands as Wedell and Arthur Foss and Perry Moore. Also present was Arthur Foss's son-in-law, Harold Peterson, former second mate on the *Christine Foss*, and who has been making trans-Pacific voyages on transports since the Korean war started. Present, too, was his wife, Patricia Foss Peterson, after whom the Foss tug, *Patricia Foss*, has been named.

Home again in time for the ban-

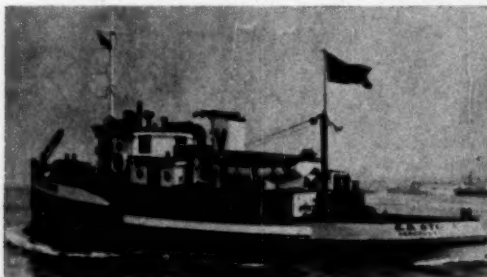
quet was Capt. Ray Stark of the *Christine Foss*, after his fourth season hauling oil barges and construction materials in the Bering Sea and the Kuskokwim River . . . Also on vacation attending now was Capt. Sam Wellington, who has been serving on the *LT-394*, a miki-miki type Military Sea Transportation Service tug . . . Marine historian Horace McCurdy, president of the Puget Sound Bridge and Dredge Company, was also on hand.

Captain Otto Johnson of the *Reliance* was on hand to represent the Washington Tug & Barge Company. . . . Walter Dyke, retired outside man for the Puget Sound Tug & Barge Company, spun a few yarns with the tow boat gang. . . . From Port Angeles came Capt. Loren Hyde, salvage master.

While not outnumbering the tug boat clan, the ferry boat men took honors in an impromptu song fest. They were Capt. Alec Peabody, president of the Puget Sound Navigation Company, Capt. Ken Haner and Capt. "Big Mac" McClellenn of the *Enehai*; Billy Thornton, Capt. Harry Crosby, Capt. Bill Boyd and Charley Freeze (retired), Zipp Wayatt of the *Kahlokan*, Claus Nordlund, Capt. H. MacDonald, Capt. Louis Van Bogaert, Capt. A. Hostmark. Capt. Wally Mangan, retired Black Ball skipper, was presented with an honorary life membership in the historical society.

Representing the Puget Sound Freight Lines were Henry J. Hellman, captain; Archie Wood, relief mate, and Walt Siegert, chief engineer of the *F. E. Lovejoy*, and Capt. Stuart Tulloch of the *Indian*.

In addition to the many steamship and shipping men present, there were also many others who enjoyed the shipboard atmosphere of the banquet . . . Naval architects H. C. Hanson and T. M. Rowlands, Capt. Ray Farwell, Paul Kauffman and Ed Thompson of Northwest Instru-



Largest and smallest tugs in the fleet of Stone Brothers, Ltd., of Port Alberni and Vancouver, B. C., are these two vessels. The *E. D. Stone*, built in 1949, is 60 feet l.o.a., 17½ feet beam, 9½ feet draft, is powered by an 8-cylinder 320-hhp Vivian diesel. Tow rating is 32 sections. The *Victory VIII*, built in 1948, is a 23-foot semi-tunnel boom boat. Power is a Chrysler Crown. Both were designed by E. D. Stone.

ment Company, Capt. Lloyd Hammarstrom, Robert E. Landweer and Austen Hemion, Mrs. Anna Grimson of the Skagit River Navigation Company. . . .

It was announced that Mary Parker, wife of Capt. Howell Parker, *Virginia V.*, has written a book, "This Was Alaska." Last year she published a song, "Sailing Through the Sunny San Juan Isles," which was sung at the first old timers' banquet. Both are staunch members of the historical society.

On exhibition were many models of famous vessels of yesteryear and a number of relics from boats that have made their last port. Outstanding was a scale model of Colman Dock as it was a quarter century ago with models of early car ferries and steam vessels which once landed there. This exhibit was prepared by Bill Somers, a marine historical society member from grape-growing Stretch Island, up the Sound.

The entire transactions of the meeting were recorded on a wire recorder by Capt. Floyd Smith of the Puget Sound Pilots Association and will be made a permanent record of the historical society.

Around Puget Sound

Now that January is here again we are reminded of the weird and harrowing voyage taken by the 242-foot ferry, *Klickitat*, from Port Ludlow to Seattle on the day of the big blizzard, January 13, last year.

The *Klickitat*, under Capt. Mel van Nieuwenhuise, was on the Edmonds-Port Ludlow run. On her first landing in Port Ludlow, Captain Nieuwenhuise was informed that the Edmonds dock was unusable, due to storm conditions.

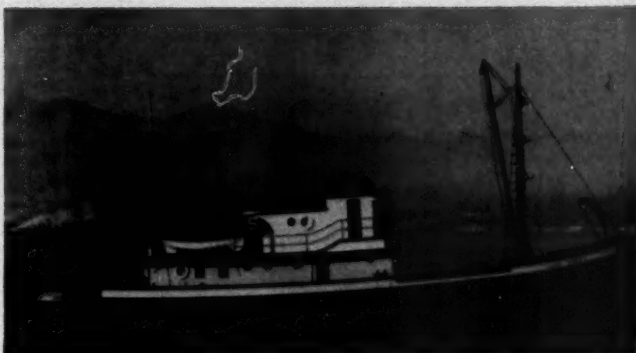
He headed for Seattle with a bitter, raging tail wind and the driving snow that deadened all sound. By the time he reckoned to have reached West Point, off Seattle, waves 15 feet high were battering his stern, so he decided he was in shallow water and brought her to a stop, just in time to see a strange dock loom up through the eerie whiteness.

"We're inside West Point. But where'd that dock come from?"

"I think it's the new army dock at West Point," said Joe Bergere, the mate.

"Then we'll go hard right and around the point," said Captain Nieuwenhuise. They brought the *Klickitat* around, and the next thing they saw was the *Swiftsure* lightship.

"Where are we now?" screamed Captain Nieuwenhuise.



Wilmae Straits is the latest acquisition of the Straits Towing, Ltd. .

"I don't know. Looks like *Swiftsure*. Maybe we're going the wrong way," admitted Bergere.

Captain Nieuwenhuise opened up his radio and went on the air. His hair didn't start to uncurl until he had reassurance from nearby skippers that the *Swiftsure* was in from her post off the Washington coast and was substituting for the West Point light, which had blown out in the storm. . . .

In B. C.'s Salt Chuck

Wilmae Straits is the latest addition to the big and powerful fleet of Straits Towing, Ltd., Vancouver, B. C. Powered with a 408-hp Enterprise diesel engine, *Wilmae Straits* was purchased from Hi Colville and remodeled to meet requirements of the new owners. Captain Gordon McInnes is the master.

Formerly known as *Sehani*, the vessel was operated for a couple of years by the Straits organization on a charter basis. Ninety-seven feet in length, *Wilmae Straits* is a welcome acquisition for a fleet already noted for its versatility.

Nineteen vessels are now operated by Straits, including two tugs of Pacific Salvage Co., a wholly owned subsidiary specializing in salvage work along the west coast. Biggest of the vessels has a 1600 hp engine, the smallest 135 hp.

A steel "pusher boat" similar to those in use on the Mississippi but seldom seen in the West has been built by Victoria Machinery Depot in Victoria, B. C., to the design of Robert Allan, Vancouver naval architect.

This vessel, 45 feet long with a beam of 15 feet, will be operated by the Gulf of Georgia Towing Company on the north arm of the Fraser River.

Apart from its steel hull, the

pusher boat is unusual in that it will have an elevated wheel house to be raised or lowered by hydraulic hoist to enable the navigator full visibility over the scow or barge being pushed.

Power plant consists of two General Motors diesels developing a total of 500 hp, driving a single screw.

Biggest seiner to be built in British Columbia since the war is the 80-foot *Nanceda*, powered by a 500 hp G. M. diesel, which was launched recently at W. R. Menchions Shipyard in Vancouver for Nelson Bros. Fisheries, Ltd. Designer was Robert Allen, Vancouver naval architect. Master of the *Nanceda* is Louis Percich.

Except in dimensions, the boat is built according to conventional design. Oak frames were 3" x 4". Beam is 21' and depth 10' 6". In line with a growing trend among new large fishing boats in British Columbia is the "flying bridge" type wheelhouse, perched atop the usual superstructure to help eliminate blind spots in visibility.

Allan has also designed an 80-foot seiner for B. C. Packers, Ltd., and it is expected that construction will be started at Menchions Shipyard in Coal Harbor shortly. The vessel is to have a 260 hp Washington diesel engine.

In San Francisco Bay

Capt. O. M. "Pete" Olsen, skipper of the Santa Fe Railroad Co.'s fleet of tug boats in San Francisco Bay and its tributaries retired last month after 42 years' service.

During those years it has been Capt. Olsen's job to move barges loaded with freight cars around the bay. Capt. Olsen and his wife will retire to Redwood City where they have a home overlooking the Bay—a view that will keep him in touch with his life's work.

Depoe Bay Featured on Calendar

Depoe Bay, Oregon, is featured on the 1951 calendar of the Pettit Paint Company, 507 Main Street, Belleville, New Jersey. The picture is taken from an oil painting by Lester Fagans, a marine artist. Extra prints suitable for framing purposes are available for PACIFIC MOTOR BOAT readers, J. W. Johnson, president of the company, announced.

New Stephens Cruisers Sold

Bauman Bros. & Dick Miller, Sausalito, have recently delivered a 30-foot Stephens Sport cruiser powered with Chrysler Crown twins to Russell Papenhausen, Sausalito.

Another new Stephens 30 has been delivered to A. P. Anderson Jr., Vallejo, and the same model Stephens to Ralph Coons, Richmond, by Bauman Bros. & Dick Miller.

A 34-foot Stephens Express cru-

er has been delivered to Hap Luhn, San Francisco.

Bauman Bros. & Dick Miller are taking delivery of the first 1951 Twin Screw 30 Cruiser from the Stephens Bros. production line.

Factory Overhauling of Scripps Engines to Be Continued

John J. Downey, sales manager of Scripps Motor Company, has announced that the Scripps "factory overhaul" service is continuing as in the past 44 years. This winter's rebuilding program is now set up to provide scheduled deliveries back to the owners according to their requirements.

"Engines are accepted for only complete reconditioning according to the judgment of the factory experts and estimates are submitted after preliminary inspection by the manufacturer on delivery of the engines

to the factory in Detroit. All such work carries the full factory warranty and the engines are returned to the owners with original clearances restored and all parts showing appreciable wear replaced," he said.

Desert Dweller Buys Boat

A. H. Stout, cattleman in the center of the great Arizona desert, may be starting a new trend—pleasure boats for the thirsty desert! Recently he visited San Diego and purchased from Depew Marine Hardware and Boat Company, a 1950, 21-foot Cruis-Along, powered with a Gray 445 to be delivered at dry—very dry—Gila Bend, Arizona.

However, Mr. Stout also ordered a trailer to mount the boat, and will transport her wherever his sport angling urge calls: either to Southern California—for a cruise along the Colorado river, or down to Guaymas on Mexico's west coast.

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- * STAY-TITE WATERPROOFING—for canvas and fabrics.
- * RUSTCO—Rust Remover.

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Model 85 - 30 Watts 3210 Ballard Avenue
SAME SIZE THIS PAGE

AT YOUR DEALERS NOW

PAR-fones - 10-30-100-Watts

PAR-finder D. F. - With Deviation Compensator

Outstanding in Value and Performance

PAN AMERICAN RADIO CORPORATION

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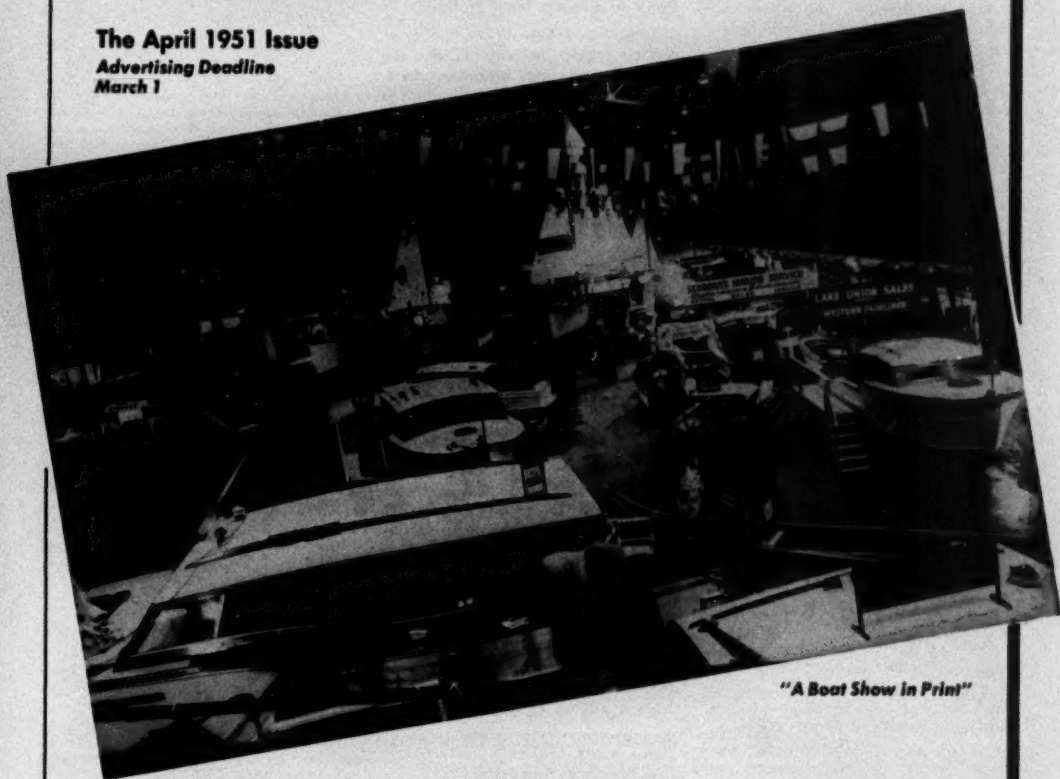
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PACIFIC MOTOR BOAT'S PACIFIC COAST BOAT SHOW NUMBER

The April 1951 Issue

**Advertising Deadline
March 1**



"A Boat Show in Print"

This special issue brings to readers all that is new in boats, engines and marine equipment. This big issue shows editorially and through its advertising pages what 1951 has to offer. It is the shopping guide for the Pacific Coast boating reader.

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VANCOUVER, B. C.

Publishing Office — 71 Columbia, Seattle 4, Washington

Marine Products

Sutton Makes Own Motors

Sutton Manufacturing Corporation of Norfolk, Virginia, manufacturers of a complete line of bilge pumps, marine pumps, circulating pumps, and blowers, started manufacturing all their own motors during the greater part of 1950.

"This move," as stated by Porter O. Sutton, president, "has given us a better check and control and also



The Sutton model PSA bilge pumps is rated at 600 gph against a 12-foot head.

helped us to render quicker service to our greatly expanded dealer organization. Furthermore, by manufacturing our own motors we feel that we can continue to improve their quality and performance with the objective in mind to make all Sutton products the best in the world."

Some of the principal features already included in the Sutton motors are as follows: parts can be replaced from the outside without removing the motor, all electrical parts are treated with water-resistant varnish, the new motors are larger, heavier and more powerful with renewable brushes and larger oil wick capacity. In addition to being splash-proof, the motors are totally enclosed.

For an illustrated catalog showing the complete Sutton line of pumps and blowers, write to Sutton Mfg. Corp., 112 W. Wilson Ave., Norfolk, Virginia.

New Model 45 Photo-Electric Pilot

An interesting new model of the Photo-Electric Pilot, with five outstanding improvements, will shortly be on display, according to John Warren of the Marina Mart of Seattle, Northwest distributors. These will also be shown at the Coast and eastern boat shows and improvements include new limit switches

for safety, chrome plated pilothouse control units and also new types of condensers, voltage control, amplifier tubes and other advantages.

Pettit Announces New Products

Tropicop, a new bright red anti-fouling copper bottom paint, ready mixed for use, has been announced by the Pettit Paint Company of Belleville, New Jersey.

Alvar-Spar varnish, also recently introduced by the Pettit Paint Company, has been especially developed to resist the damaging ultra-violet rays of the sun.

A new marine specialty, Pettit Marine Glue, is now being offered. It is a liquid which never gets hard, remains elastic, and is easy to apply. It is recommended for double planking, batten seam construction.

Alaskan Firm to Stock, Service Western Marine Gear Parts

Establishment of complete parts and service facilities for Western Marine Gears at the Juneau and Ketchikan branches of Northern Commercial Company has been announced jointly by Ray Whelan, marine service representative for Western Gear Works' Seattle plant and Truman Sage, manager of Northern Commercial Company's machinery division.

"The increasing number of fishing vessels equipped with Western Marine Gears and operating in Alaskan waters makes it important that a



Ray Whelan (left), marine service representative for Western Gear Works' Seattle plant, hands over the first in a stock of replacement parts to Truman Sage, manager of Northern Commercial Company's machinery division. The Juneau and Ketchikan branches of Northern Commercial Company will offer a complete parts and service facilities to all vessels with Western Marine Gears in Alaskan waters.

complete line of Pacific-Western Reverse and reduction gear parts be made available to them in that area," Whelan stated.

Sage stressed the fact that the Juneau and Ketchikan branches would provide rapid and efficient factory-approved service and repair in addition to maintaining adequate stocks of all Western Marine Gear parts.

"Ernie Whitehead, our Juneau branch manager and Mel Roe, branch manager at Ketchikan, will see to it that fishermen needing parts or service for Western Marine Gears will get what they ask for in a hurry," Sage said.

Whelan added that stocks of replacement parts for Western Marine Gears would also be maintained in Vancouver, B. C., by Engineering & Machinery Ltd., Pacific-Western representatives in that city.

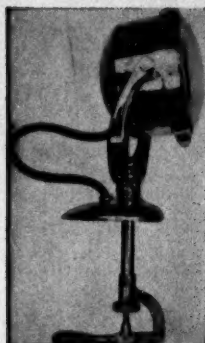


Two famous marine names joined forces legally as Owens effected a merger with Flagship Marine. Flagship Marine engines have long been standard equipment on all Owens Flagships, and have been sold separately for thousands of other commercial and pleasure boat installations. The Owens Yacht Company factory on the Chesapeake Bay, shown above, now houses administrative and engineering offices for both Owens and Flagship Marine engines, and the elaborate testing facilities of Owens are utilized to check and double-check these 100 per cent marine engineered power plants.

COLBERG CRUISER

SHE'S FAST...25 mph. Economical—Kermath 61 hp. Sea Jeep—SAFE...Oak frames, marine plywood hull. ROOMY...22' 6" long, beam 7' 4". BEST OF ALL—Sells for LESS than \$2,700, complete, F. O. B., Stockton, Calif.

COLBERG BOAT WORKS
STOCKTON, CALIFORNIA



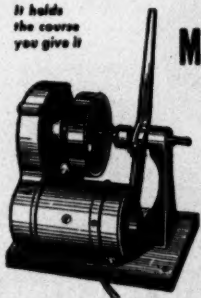
Searchlights

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All sizes and types for any boat
Illustration shows new 7-inch searchlight using 100-watt sealed beam lamp.

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For whisper-quiet operation, replace your muffler with one of these wet-type genuine Maxim Silencers.

Model MO, all Monel, deluxe, very compact — Models TR and M-3 cast type (for engine below water line use TR — above, use M-3).



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BUILD A SMALL BOAT— 11-Foot Outboard Racing Runabout

BUILD a fast boat for your trolling outboard motor. This is a good project for spare time or to keep the youngster in the family busy. This 11-foot hull was designed for motors from 7½ to 12 hp, and will perform the same as a racing runabout. The controls and kneeling position of the driver give the same action as the racing boat.

A cockpit in the forward deck is optional if the owner would like to take another person. The driver's cockpit is well aft and fitted with a steering wheel and hand throttle. A speedometer on the dash, with the pitot tube attached to the transom apron, is handy for knowing the performance of your outfit. The steering ropes come through the deck to a bar attached across the back of the engine. Handles on the transom and bow makes an easy carrying arrangement.

This outfit can be used for Sunday rides or is easily transported to neighboring lakes and rivers. It makes a wonderful low cost outfit for a young fellow that likes speed boats. In some localities this type of boat is raced, although it is not a class sponsored by the American Power Boat Association.

Motors of the 7½ hp class will push the boat 20 to 25 mph with a light driver and the hull made with the minimum weight construction. Motors of the 10 to 15 hp class are capable of speeds from 25 to 35 mph, and also will plane another passenger with little loss of speed. Larger engines could be used on the hull, but over-power for the size of the boat will ruin the stability and safety conditions of a speed boat.

The hull is 11 feet long from the pointed bow to the end of the 4-inch transom apron. It has a planing bot-

tom of 40 inches with full non-tripping chines of 4 inches wide and 4 inches high. These chines break the edge of the side and bottom so it will not catch in rough water or when turning corners. With the non-trip chines and bottom the total width of the hull is 48 inches. The sides are 12 inches high at the thickest section and roll in from the chines, giving the hull a streamlined pontoon shape. In this type of boat very little "V" is required in the bottom, just enough forward to cushion the waves when hitting the bottom. To make a fast-looking speedster the deck drops down from amidships to roll into the same curve of the sides at the transom.

To build the hull completely including all the controls, materials, and paint, the cost would run around \$85.00. This cost plus the price of a small motor, would come to \$260.00 for the completed boat.

Plywood is used almost entirely throughout the construction, which consists of four bulkheads and a transom, bolted together with fore and aft stringers on edge. These stringers form the shape of the boat and give strong supports to screw on the skin. This type of construction is easy to jig up and simple for a beginner to build.

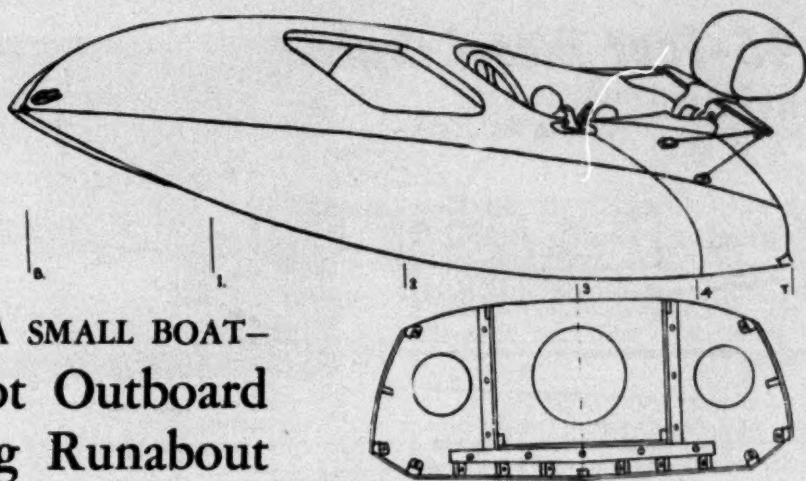
The jig can be two vertical uprights from the floor for each head or bulkhead. The transom uprights are angled over correctly for the engine. The bulkheads are attached to the uprights the proper distance from the floor or base line to give the right shape when the stringers are formed around them.

Airplane type construction is used on the frame work with the bulkheads being made of ¼-inch ply-

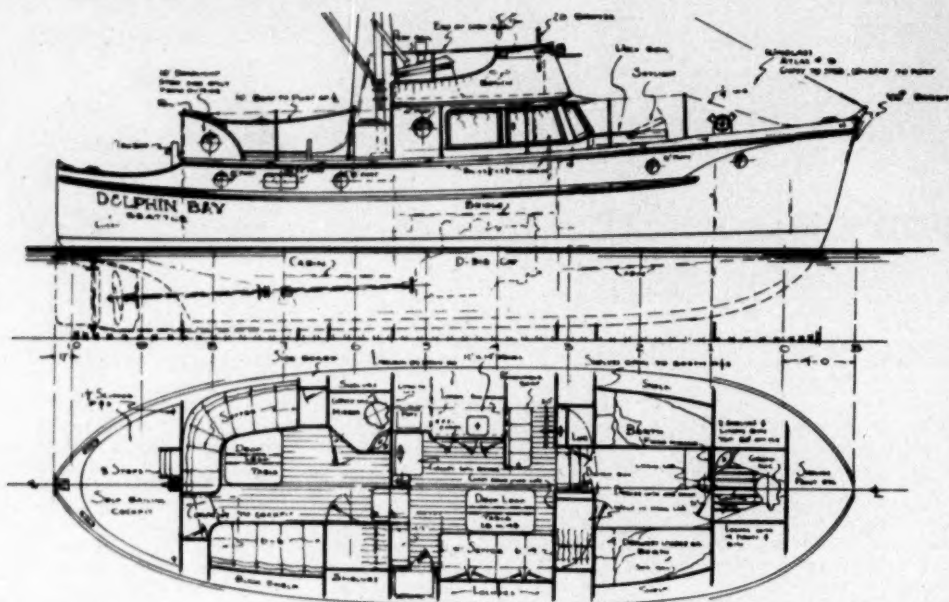
wood and large holes cut out of them for lightening. These bulkheads are spaced 24 and 30 inches apart, having cut-outs for ½ x 1¼-inch spruce stringers. The stringers are set in the cut-outs on edge running the full length of the hull giving a faired shape for the outside skin. The spruce chines and keel are laid flat-grained in the ¾ x 1½-inch cut-outs. All the fore and aft members are attached to the bulkheads by dural angle clips and bolts.

When the frame is secured together all the parts are surfaced on the outside to fair in with the skin. The ¼-inch plywood bottom skin is screwed to the fore and aft members of the frame by locating the screw holes from the inside out with a small pilot drill. The sides, which are the most difficult to assemble, should be fastened on the center section first and worked out to the ends. When the cockpit sides are notched through one bulkhead and attached to the transom, they make a deep enclosure for the driver. Before the ¼-inch deck skin is nailed down with monel anchor nails, all the interior should be sealed with two coats of Rez or varnish. When the hull has been painted or varnished the controls can be installed to fit the engine. The weight of the hull complete will be from 115 to 125 pounds.

The plans for this hull can be purchased for \$4.00 through PACIFIC MOTOR BOAT, 71 Columbia, Seattle 4, Wash. These plans consist of a lines plan with dimensions, isometric plan of construction with a list of materials, plan of jig with set-up directions, and a full-size drawing of bulkheads. The bulkhead drawing can be traced on the plywood, giving the builder a good start.



A 45-Foot Diesel Cruiser



THIS fine diesel yacht, 45 feet l.o.a., 13 feet beam, and 4 feet 7 inches draft, is now under construction by the Albert Jensen & Sons shipyard in Friday Harbor, Washington. She was designed by William Garden, Seattle, to suit the requirements of Mr. and Mrs. John Sorenson of Orcas Island who desired a rugged boat for occasional coastwise cruising and year around living aboard.

From the easy raking bow to the trim cruiser stern, she is every bit a ship with many features not found in the current type of motor cruiser. Working aft from the bow we find a roller anchor chock housing the 100-pound babbit anchor. The chain leads aft to an Albina 32-volt electric windlass, and then to a highly unusual chain locker. This is a length of 8-inch galvanized 12-gauge sheet metal pipe standing on end under the windlass to stow 50 fathoms of 5/16-inch BBB chain.

The excellence of this idea becomes apparent since the pipe forms a self-stopping chain locker. The chain pile can't fall over on itself and jam. William Garden informs us that by raising the center of gravity of the chain, the stability calculations indicate that some of the snap will be taken out of the roll.

Aft of the windlass is a hatch over

the stateroom and some deck boxes for stowage of mooring lines and miscellaneous gear. The decks are all canvassed and the fo'c'sle head is protected by hardwood battens.

The deck house is low and the flying bridge will appeal to most cruising yachtsmen. There is lots of room to lounge up here and it is a fine place to spend a watch during good weather.

The stack houses the main engine silencer and stove oil day tank for the galley range. The mast and boom will handle a 10-foot clinker dinghy.

The raised deck construction allows wonderful deck room and real passages around the house rather than the narrow catwalks usually seen. The broad after deck breaks down at the after hatch to form a deep cockpit.

Accommodations were worked out to provide comfortable living the year around. The forward cabin will be used for sleeping, the bridge for cooking and eating, and the after cabin for lounging. Space has been provided for a small fireplace in the after cabin if desired. Heating will be accomplished by an air jacket around the Galley Gal range piped to a 32-v. blower with a duct to each end of the ship. Each discharge will be fitted with a louvre to control

heat. The curved settees and ample book and locker space should make the after cabin most attractive.

The hull form is half work boat and half yacht. Construction is simple but rugged and the raised deck model makes a structure comparatively simple to build and maintain.

N. C. Marine has furnished the machinery including the 80-hp Caterpillar diesel, Onan light plant, and miscellaneous fittings. They will also do the final motor installation and outfitting. The 80-hp engine will drive her at eight knots cruising at 1200 engine revolutions or 400 turns on the 36-inch diameter Coolidge propeller. A speed of 9.2 knots can be attained at the maximum of 1600 revolutions.

The lines show a well-formed model with long easy buttocks and a slight reverse to the sections the whole length. The cruiser stern is seldom used nowadays, but in a boat of this type it is very handsome and clean running.

Outside finish will be all paint with varnished trim. All interior will be Alaska cedar and birch finished bright with teak trim.

Cost of such craft is approximately \$28,000 with diesel power and \$25,000 with a gasoline engine, the designer estimates.



A REAL BARGAIN

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Marine Engines

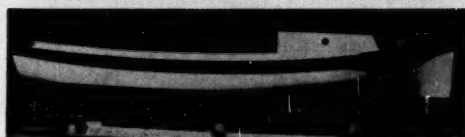
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THE CRUISER'S MANUAL by Carl D. Crana. A complete Handbook on sail and motor cruising. Chapters on maintenance, illumination, ventilation, plumbing, heating, radio, power plants, boat handling. \$3.95.

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These and many other boating books are available through The Skipper's Book Shelf, PACIFIC MOTOR BOAT. Yearly subscription to PMB \$2.50 (regular price \$3.00) with purchase of any of these books.

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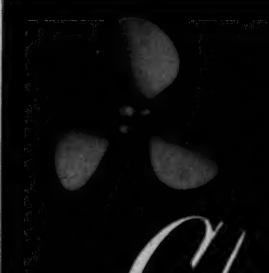


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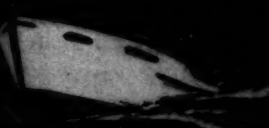
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SOUTHERN CALIFORNIA—Cruiser "Cuyama" owned by E. J. Simonis, Long Beach.
COLUMBIA RIVER—Cruiser "Periwinkle" owned by Bart Woodyard, Portland.
PUGET SOUND—Cruiser "Saluda II" owned by F. E. Wilder, Olympia, Wash.



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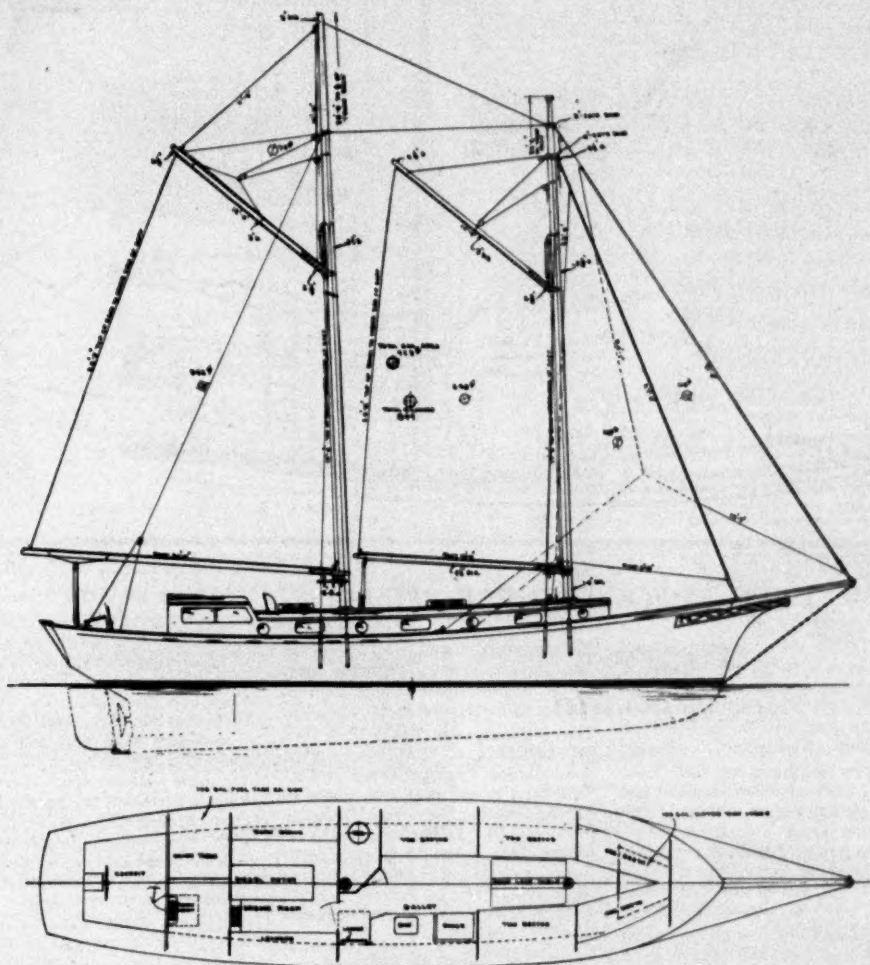
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Sea Scouts Build 44-Foot Motor Sailer



NO one at first glance would recognize this sturdy 44-foot motor sailer as converted from one of the standard 40-foot navy hulls with a plumb bow and transom stern. The clipper bow and schooner stern was added from designs by Ed Monk & Lorne Garden, Seattle naval architects.

This schooner, the *Santa Maria*, is now being completed for a Sea Scout group sponsored by St. Joseph's Catholic Church in Seattle after five years' work. Only the sails, masts and rigging remain to be installed. The mainmast will be 45 feet and the foremast 40 feet overall height. Sail

area in the four lowers will be 849 square feet.

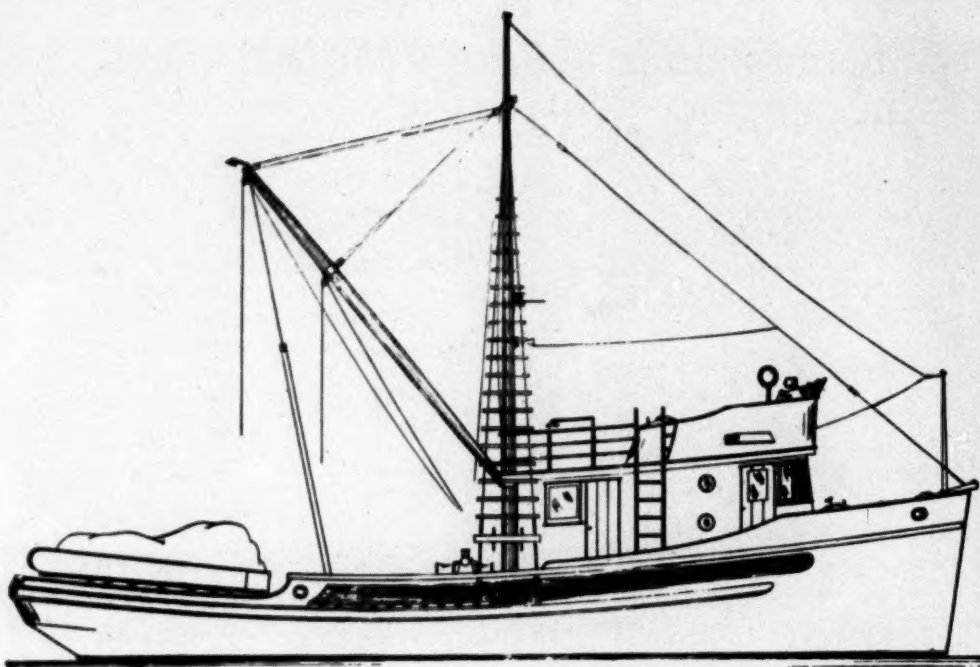
The original hull sides have been carried up about 14 inches all around, and the boat will now draw close to five feet. Outside ballast consists of 4,000 pounds of cast iron. The original transom was left in the boat up to cockpit floor level, and the new stern more or less super-imposed over the old. The house is of $\frac{3}{4}$ -inch plywood and the decks are $\frac{1}{2}$ -inch plywood, canvas covered. This work was done at Bryant's Marina.

Power is an 150-hp diesel and it is estimated that the boat will cruise at about 9 knots. A complete bell

system is used from the engine room to the cockpit, which is intended as a training for the Sea Scouts who will operate the vessel. At present the ship has eight crews of eight boys each who man the vessel. Eight bunks are provided.

Notable features are the large engine room with a complete work bench, and a large chart room just forward of the cockpit where navigation problems can be worked out.

When completed this vessel should serve as an able school ship. The gaff-rigged fore and main sails will provide plenty of work for the boys in handling the boat.



NEW TYPE 56-FOOT PURSE SEINER

HERE is the outboard profile of a 56 by 16-foot seine boat built recently at the Puget Sound Boat Building Corporation from the designs of James J. Petrich of Tacoma, Washington.

Lighter displacement than some of the contemporary models was specified, although it is thought that this boat is of sufficiently heavy construction to withstand the severe beatings of possible Alaska use. The hull is well-flared forward which should provide a dry-riding vessel.

A new development in purse seiners has been used under water by using less deadrise, for maximum speed and using a deeper keel, which places the keel deeper in the water in relation to the hull, thus decreasing the amount of roll, according to the designer.

The vessel is powered with a 120-hp Caterpillar diesel, which drives the boat about 10 knots. Other specifications include Petrich winches,

Intervox radio and navigation equipment, lavatory on main deck, large engine room and galley. A large built-in reefer is included.

Royal Vancouver Yacht Club

Captain B. L. "Barney" Johnson and Claude Thicke, veteran yachtsmen and power boat enthusiasts of British Columbia, were recently elected life members of the Royal Vancouver Yacht Club at a ceremony presided over by the new club commodore, E. A. Towns. Captain Johnson was the retiring commodore.

Goodwill Moved to Acapulco

The 161-foot, white-hulled schooner, *Goodwill*, has sailed for Acapulco where she will be used as a floating hotel and charter fishing boat. The 312-ton yacht has been purchased from Morgan Adams, Jr., by a syndicate including M. R. Colliard, O. F. Collinge, Ed Groenendyke, K. T. Kendall, Norman Kendall, Ralph Larrabee and Al Tiffany.

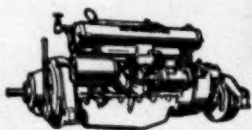
Yachtsmen Back City Scheme To Enlarge S. F. Yacht Harbor

At the regular monthly meeting of the Pacific Inter-Club Yacht Association at the St. Francis Yacht Club, San Francisco, it was revealed that the San Francisco Board of Supervisors have retained a firm to make a survey of Yacht Harbor and to make recommendations as to what is necessary to keep the harbor from shoaling up.

Of even more interest was the news that the supervisors are trying to get a survey to extend the Yacht Harbor to Gas House Cove.

It was agreed that the Pacific Inter-Club recommend to the San Francisco Board of Supervisors that they appropriate \$50,000 to make the harbor survey for dredging it to a safe depth for entering at mean low water.

The Pacific Inter-Club is recommending to the San Francisco Board of Supervisors that the U. S. Army Engineers include in their plans the extension of the San Francisco Municipal Yacht Harbor.



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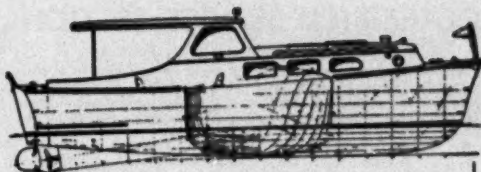
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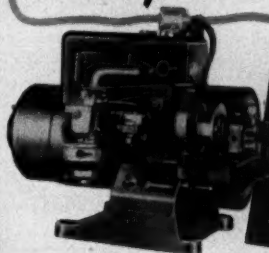
PHOTO-ELECTRIC PILOT

Five new outstanding improvements. See complete details
in the forthcoming Show Numbers east and west and
also see them on display soon at our sales rooms.

1500 Westlake Ave.
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MARINA MART, Inc.

*"More Capacity
in
Less Space"*



ONAN
Marine
ELECTRIC
PLANTS

TRUE
MARINE DESIGN

Compactly-built, with engine and generator direct connected, Onan Marine Electric Plants have a bigger capacity, yet take up less space. It's easy to find space below decks, under seats on deck or in other out-of-the-way places to accommodate an Onan Marine Plant. 1000-watt model occupies only 2.4 cubic feet. 15 models—A.C., D.C., Battery Charging and Dual Purpose A.C.-D.C. 400 to 3,500 watts. Send for Folder.

SEPARATE GENERATORS

For larger craft, where power from propeller shaft engine can be used, we can furnish separate generators specially designed for marine use.

D. W. ONAN & SONS INC.

3777 Highway Ave., Minneapolis 5, Minn.

Send folder on Marine Electric Plants.

NAME

ADDRESS

CITY

STATE

CLASSIFIED SERVICE SECTION

Rate: 6 cents per word, 12 cents per word for bold face or special type. Minimum charge \$2.00 for each insertion. (For box numbers addressed to PMB, add 50c.) Classified advertising is payable in advance. Ads for the next issue should be sent in by the 3rd of the month preceding publication.

NEW CHRYSLER ROYAL MARINE ENGINES

141 H.P.—4 cylinder

New engines less reverse gear, cheaper than overhauling your old engine.	\$ 525.00
Direct drive	750.00
2 to 1 reduction	1,000.00
2 1/2 to 1 reduction	1,000.00
3 to 1 reduction	1,000.00
4 1/2 to 1 reduction	1,700.00

GENERAL MOTORS DIESELS

Completely rebuilt 6 cyl. G.M. Diesel, 60 mm injectors, large hole liners and 3-1 reduction	\$1,500.00
3 cyl. G.M., 55 h.p., 3-1 Twin Disc reduction	2,500.00
3 cyl. G.M., 55 h.p., 3-1 Twin Disc reduction	1,750.00
L.C.M.'s 60x14 and 54x14 1/2 powered with 2 G.M. Diesels, in good running condition, suitable for freight, log salvage, fish packing shallow water operations, or family of two or more.	5,000.00
Water Temperature and oil pressure alarm systems. Regular	10.00
\$29.00, our price	

NEW PROPULSION UNITS

Murray Tregurtha, Chrysler powered, for barges, etc.	1,250.00
Sea Mule, Chrysler powered, complete unit	1,250.00

WANTED, stocks of marine supplies large or small.

DISTRIBUTORS FOR ALLEN AUTOMATIC PILOT

\$251.00 and up

DOC FREEMAN'S

895 Northlake RV. 1140 Seattle 3

Completely rebuilt with new motor guarantee, G.M. 6-71, 225-hp. Gray Marine diesel engines, 1 1/2 to 1 reduction gear, large ports \$1875, small ports \$1325. Stockton Boat Works, 311 East Main St., Stockton, Calif.

WANTED—McKenzie type river boat, 25 to 30 feet long, not more than 8-foot beam. Must be excellent condition. Write Box 70, Weiser, Idaho.

FOR SALE: Established boat business. Sales, service, rentals. Moorage in Pacific Northwest. Easy to operate for family of two or more. Income over \$10,000 year after expenses—more if wanted, as plenty of opportunity for expansion. \$15,000 down. Get in now—prepare for 1951 business. Box 137, PMB, 71 Columbia Street, Seattle.

FISH BOAT PLANS

If you are going to build or have built a boat, consult an old time designer and builder of fish boats for Pacific waters. I have stock plans for any kind of fishing—from 16' to 50'. Fee \$1 per foot of length. Let me know your wants.

QUENT WILLIAMS

(since 1907)

c/o Wash. K-D Boat Co. Phone 993 J Auburn, Wa.

FULL SIZE, cut to shape boat patterns, blueprints, 7 1/2-35 feet. Illustrated "Build a Boat" catalog, 25c (coin). "How to Build Boats" book, \$1.00. PolyWax Houseboat Plans, \$10. Marine Catalog, \$1.00. Cleveland Boat Blueprint Co., Dept. A-J-M, Cleveland 12, Ohio.

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Engines are easily converted with OSCO's world famous CONVO kits and gears. Deluxe catalogue 25c (coin). Osco Motors Corp., 3627-PM Lawrence St., Philadelphia 40, Pa.

CHRIS-CRAFT BOAT KITS

Big 14 ft. outboard—safe and fast. Mahogany parts, marine plywood panels, brass screws, precision cut parts. Easy to assemble. Other models 8 ft. to 21 ft. Free literature. RUPERT'S 18405 Aurora Avenue Seattle, Washington

PLANS & FULL SIZE PATTERNS FOR EDWIN MONK & LORNE GARDEN DESIGN

Dinghies — Sport Fishers — Cruisers — Trollers — Seiners. Send for latest Catalog Sheet. E. H. Thorsen, 18336 37th So. Seattle 65, Wash.

FREE PLASTICS MANUAL: Up to date information on handling, fabricating, drilling and forming transparent plastic sheets. Ideal for windshields, port lights, hatch deck lights. Write: Universal Plastics, Lowman Bldg., Seattle.



Build and drive the fastest boats in the world, 3 point Hydroplaners, Runabouts, Inboard and Outboard. With our easy to use plans you save % of cost usually required. Be first. Send 25c to CHAMPION BOATS for illustrated catalogue. P.O. Box 7096 W-12, Long Beach 7, Calif.

NEW LOCATION — NEW NAME — MORE STOCK

MARINE BARGAIN CENTER

Successors to Freeman & Gibson

Small Boat Fenders	\$.30
Bronze Barrel Bolts	.40
Cork Life Belts (Used)	1.50
Stainless Steel Buffers	12.50
15 lb. CO2 Fire Extinguishers	25.00
WC Marine Toilets	60.50
24" Maple Steering Wheels	25.00
36" Rope Fenders	4.00
30 lb. Light Weight Anchors	9.00
8" Bronze Boat Hooks	2.25
WC Brass Hand Bilge Pumps	12.50
32 volt, 600 W Light Plants	120.00
12 volt-17 amp Delco-Remy Generators	19.50
8" Goodrich Rubber Cutless Bearings	10.00
New Sial Rope, per lb.	.30

WRITE FOR OUR NEW BARGAIN LIST

MARINE BARGAIN CENTER

705 E Northlake ME 0771 SEATTLE 5

MOTOR CRUISER—Mahogany throughout, 45' overall, 95 HP Kermath, f.w.c. Six berths, toilet, pantry, kitchen, central raised whelphouse, fine fishing cockpit, full inventory, 4" headroom. Any inspection—selling for one-fifth replacement value, \$5,000. Colonel Pratt, R. R. 1, Saanichton, B.C., Canada. Phone Keating 47R.

Engines reaching the worn out stage can be economically replaced with New Serpps.

NEW SURPLUS BOAT MATERIALS

Dingy hoist, boom or davit type, runtimes, 1/2 ton lift, new	\$17.00
Heaters, boat, fluid type, Stewart-Warner No. 784 E 12 or 24 volt.	12.00
Blowers, engine room, explosion proof, 4" "Trade-ins" 6-12 volt.	12.00
Pumps, bilge, hand, brass, bulkhead type, 1 1/2" outlet, new	12.00
Cable, tiller, bronze, 6 x 19 5/16" .12 ft. 1/2", per ft.	.21
Blocks, pulley, wood, single and double, good, 8" to 14"	\$2.00 to 2.00
Clocks, boat, 8 day, bakelite and nickel brass, non strike	25.00
Welding rod, most kinds, all sizes, sealed cartons, dry, lb.	.05

WASHINGTON K-D BOAT CO.

Quent Williams 12 D. St. SW Phone 993 J Auburn, Wa.

WANTED TO BUY—Single rowing shell, professionally built. Advise Box 145, PACIFIC MOTOR BOAT, 71 Columbia Street, Seattle 4, Wash.

Engines—NEW properly designed, carefully assembled and thoroughly tested like New Serpps make a whale of a difference in your comfort aboard.

AUTO CONVERSIONS AND PARTS

Marine manifolds for all engines. V-8 \$40, pair; Model A \$32.; Willis \$30.; 6 cyl. Chevrolet, Pontiac, \$50.; 6 cyl. Buick, Lycoming, \$65.; 8 cyl. Pierce, Packard, \$80.; downdraft models add \$5. Your Transmission converted to marine gear, most makes \$40., a few \$50., propellers 14"—\$13.50, 16"—\$15.75; shafts, couplings, struts, etc. Everything you need for your boat. MACHINE SHOP TOOLS 15" x 6" lathe \$150.—20" Upright drill \$110.—No. 2 Universal miller \$540. Good Machines, low prices, money back guarantee. CONVERSION PARTS COMPANY, 278 ADAMS STREET, BOSTON 22, MASSACHUSETTS.

CONVERSIONS FOR FORD, MERCURY AND JEEP ENGINES. SEND FOR CATALOG. LEHMAN MANUFACTURING COMPANY, DEPARTMENT F, NEWARK 2, NEW JERSEY.

WATERFRONT FOR SALE—Two and one-half choice acres ideal for yachtman. Extensive improvements. For details write Colonel C. S. Thorpe, Ardmore Drive, Sidney, British Columbia, Canada.

FLATTE PLANS, REGISTRATION, BUILDING

INSTRUCTIONS, DUES—\$10.00

Send U. S. Funds or inquire of International Flatte Yacht Racing Association, 11111 Aurora Ave., Seattle 23

FOR SALE: New, used and rebuilt marine motors, 2 to 500 hp, gasoline and diesel. Complete stock list of popular models. Write for FREE Catalog 160 covering conversion equipment, propellers, reverse gear, fittings and supplies of all kinds. STOKES MARINE SUPPLY, Dept. 11, Coldwater, Michigan.

Engines which don't give your boat satisfactory performance should be replaced with New Serpps.

WANTED—ONE TUGBOAT HULL: Approximately 100 feet long. Wood or steel. Must be sound and of recent construction. Reply Box 145, PACIFIC MOTOR BOAT, 71 Columbia St., Seattle 4, Wa.





TRADE WINDS

Skilled hands at the helm of west coast boating business this month included . . .

★ **MORRIS GURALNICK**, naval architect and marine surveyor of San Francisco, has been appointed by the University of California, Division of Engineering Extension, to teach a special course in theoretical naval architecture. Lectures in this subject are being given by Guralnick to a select group of graduate mechanical engineers at the training school of the San Francisco Naval Shipyard. In conformity with past practices at times when qualified naval architects were not available to fill vacant posts, the Government has taken steps to train qualified, young engineers recruited from other fields. Mr. Guralnick's part in the program will be to provide formal instruction in the theory of shipbuilding.

★ **PAUL R. SEAMAN** has been appointed West Coast factory representative by Martin Motors, outboard manufacturers, of Eau Claire, Wisconsin. His territory will include Washington, Oregon, California, Arizona, Nevada, Utah, Montana and Wyoming. Seaman makes his home in Oakland, California.

★ **DELBERT KAY** has resigned his position of advertising manager at Nordberg Manufacturing Company, Milwaukee, Wisconsin. His duties have been assumed by J. D. Grace.

★ **PAUL SCHNETZKY**, vice president and sales manager, Murphy Diesel Engine Company, visited the plant of the Oswald Machine Works in November.

★ **HOWARD E. PADDOCK**, a member of the Richmond Yacht Club, and former lieutenant in the coast guard, has purchased the Uptown Yacht Harbor, Stockton, Calif. The Uptown Yacht Harbor beside having many covered berths has a completely equipped General Petroleum marine filling station. Paddock will also continue as Hunter Cruiser dealer in the area. He has announced that exten-

sive improvements have been planned and already five new berths have been added, giving a total of 60 covered berths. The Paddocks formerly lived in Richmond, and they own the 38-foot cruiser Lilamar.

★ **R. G. OVERPACK** has been appointed assistant service manager of Caterpillar Tractor Company's western division, H. D. Welch, western division service manager, announced. Overpack has been with the company since 1947.

★ **ROBERT W. PHILLIPS** has been appointed as assistant to the marine sales manager of the Detroit Diesel Engine division of General Motors, V. C. Glenn, general division sales manager, has announced. In his new capacity, Phillips will be assistant to W. C. Gould, marine sales manager.

★ **RALPH S. LORIMER** has been appointed branch manager of the National Supply Company's Washington, D. C., office. His diesel engineering career began in 1917 when he joined the Atlas Imperial Diesel Engine Company of which his father was one

of the founders. Prior to joining National Supply he was in charge of the Lorimer Diesel Engine Company of the Atlas Imperial organization.

★ **W. J. "JIM" WEBB**, director of sales, Evinrude Motors, Milwaukee, Wis., was a Pacific Coast visitor last month, visiting Denver, Houston, Salt Lake City, Los Angeles, San Francisco and Seattle.

★ **PAUL W. HILLER**, Wilmington, California, has been appointed to represent Sen-Dure fresh water cooling heat exchangers and accessories, Walter H. Shutt, general manager, Sen-Dure Products, Inc., Bay Shore, New York, has announced.

★ **BOARDMAN & FLOWER COMPANY**, San Francisco marine supply and equipment house, are now distributors for the Andrew Brown Company line of Brolite marine paints and finishes.

★ **GREGG SHAW**, head of Marine Products Inc., Oshkosh, Wisconsin, has appointed John G. Rapp Company and H. H. Heugen & Company, Los Angeles and San Francisco, as California distributors of Sealer 900 and eight other items made for small boat use by Minnesota Mining & Manufacturing Company. Marine Products Inc. are national distributors for these products.

★ **STUART WILLIAMSON** has been appointed field representative for the Douglas Fir Plywood Association. His headquarters will be in San Francisco.



The loading of this engine at the Nordberg Manufacturing Company plant, Milwaukee, Wisconsin, completes a carload shipment of Nordberg gasoline marine engines to meet the seasonal requirements of H. G. McKinney and Company, Wilmington, California.

USE OLYMPIC PROPELLERS FOR SPEED & EFFICIENCY



DESIGNED TO FIT ANY BOAT OR SERVICE

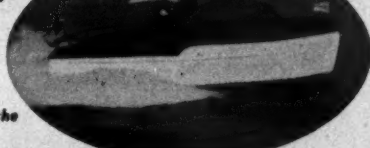
Conceived and built by men with years of experience in the propeller business. Hundreds of satisfied customers testify to their accurate performance.

We also give complete reconditioning service. Some Territory Still Open for Representatives

Olympic Propeller Co., Inc.

27th W. and Commodore Way GARfield 9849 Seattle, Wash.

FISHING'S FINE



with the new WESTERN

Fairliner

20 FT. SPECIAL SPORT FISHERMAN

Speed to reach the big ones fast. Live bait tank for days of offshore fishing.

Send for details.

FAIRLINER DIVISION, WESTERN BOAT BUILDING CO., TACOMA 2, WASHINGTON

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GRAYMARINE

Gasoline and
Diesel
Engines

100% BOAT YARD COOPERATION
PARTS — REPAIRS — SALES
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424 EAST THIRD, LOS ANGELES 13

Victoria Skippers Earn Awards

Awards won by members of the Royal Victoria Yacht Club and the Royal Canadian Navy Yacht Club during the past season were presented recently at a skippers' dinner in the Cadboro Bay yachting base by Rear Admiral W. B. Cree-ry.

For the best showing throughout the season, Ned Ashe, skipper of the May D, was presented with the Max Young trophy. Eric Dowell was given the Mayhew Trophy for the Lightning class championship, and Commander J. C. Reed was similarly honored for Snipe racing. There were no champions in the Star class.

Frank E. Strickland

NAVAL ARCHITECT

Northlake Marine Works, Inc.
929 Northlake Avenue
Phone MEIrons 6585
SEATTLE 5, WA58.

W. H. DOLE

NAVAL ARCHITECT

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Mendocino & Water St., Long Beach, Calif.
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IN EVERY PORT



OWENS

FLAGSHIPS

Boating's Finest Buy...

—From the Atlantic Coast to the far Pacific—on lakes and rivers—Owens Flagships are favorites among yachtsmen as boating's finest buy.

Ruggedness of construction, seaworthiness, performance, and value put Owens out ahead. Compare all the advantages of the Flagships—then inspect an Owens at your nearest dealer. Plan now to own an Owens. Write for our 1951 catalog.

On display at the Motor Boat Show, the Owens 26 Deluxe Sedan and the Owens 34 for '51 Custom Deck Cabin Cruiser, January 12th-20th, Grand Central Palace, New York City.

L-S-V-

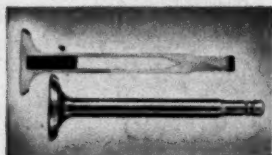
... LIVABILITY SEAWORTHINESS VALUE

OWENS YACHT COMPANY, INC., 91 Owens Avenue, Baltimore 22, Maryland

Again! No.1 for '51 CHRYSLER

AMERICA'S NO. 1 MARINE ENGINE

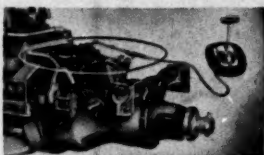
WITH ADVANCED NEW FEATURES!



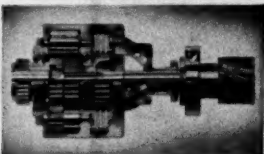
SODIUM COOLED EXHAUST VALVES.* Metallic sodium picks up heat from valve head and transfers it to cooling system. Normally increases valve life $2\frac{1}{2}$ to 5 times.



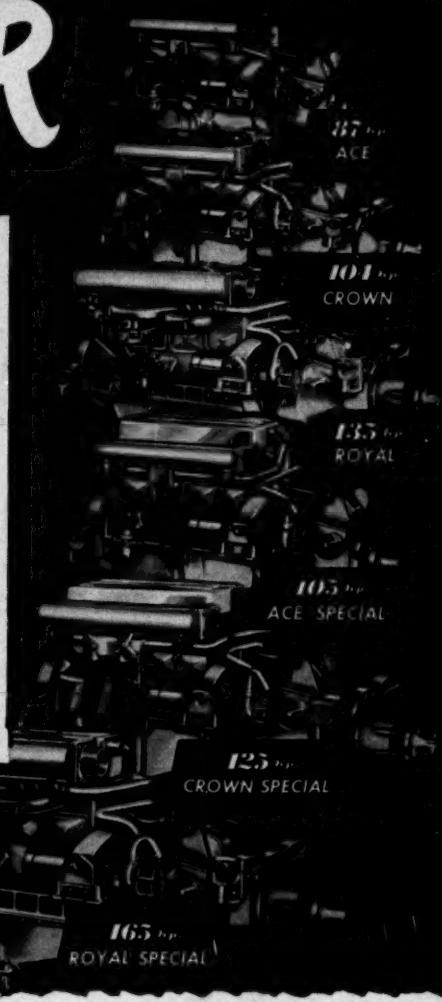
OIL COOLER, plate-type with increased capacity; maintains lower oil temperature, dissipates bearing heat for long engine life. Under cold starting conditions oil is heated.



HYDRAULIC CONTROL, available at low cost, provides smooth, positive, effortless gear shifting; no rods to connect and control lever can be located anywhere.



REVERSE GEAR, planetary type with anti-friction bearings. No brass bearings or bushings to be replaced. Clutch driving plates of self-lubricating Oilite.



Seven engines . . . five reduction ratios for each, two reduction ratios for Vee drive! Every engine designed and built especially for marine use; none converted, rebored or rebuilt!

Prices include storage battery, Full-Flow oil filter, oil cooler**, thermostatic control, rubber mountings, opposite rotation engines.

See Chrysler at the National Motor Boat Show in New York, January 12th to 20th or send coupon for full information.

* except Standard and Special Ace models ** except Standard Ace model

GM-1

Mail this coupon for details!

MARINE ENGINE DIVISION, CHRYSLER CORPORATION

12200 EAST JEFFERSON AVENUE, DETROIT, MICHIGAN

Send me descriptive folder on your 1951 line.

Name _____

Street _____

City _____

State _____

Type of Boat Owned _____

